

WEEKLY SOUTHERN INDUSTRIAL RAILROAD FINANCIAL NEWSPAPER.

# IN THIS ISSUE:

The Cotton Mill Situation in New England as a Great Opportunity for Southern Industrial Development.

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Baltimore, February 4, 1898.

Vol. XXXIII

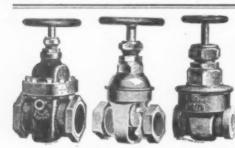
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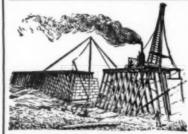
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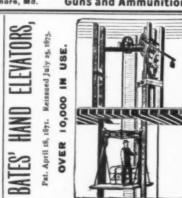
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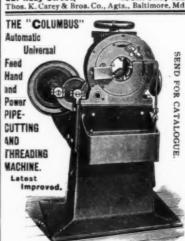
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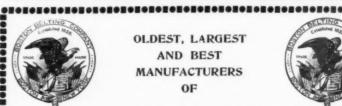
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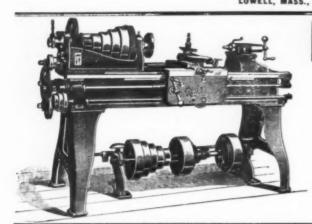


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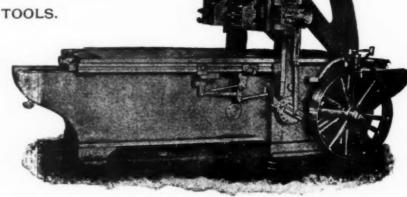
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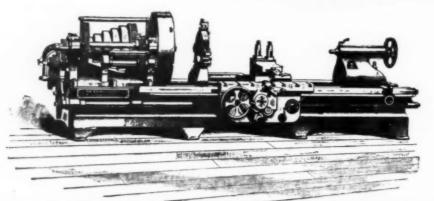
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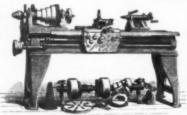




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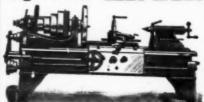


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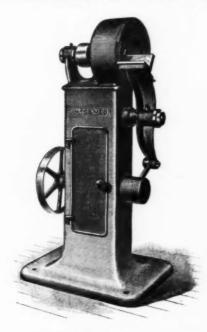


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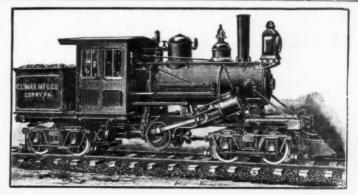
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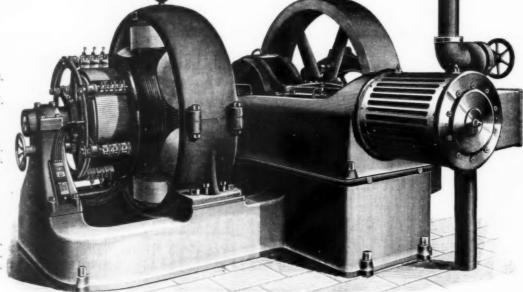
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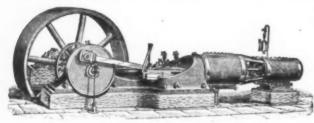
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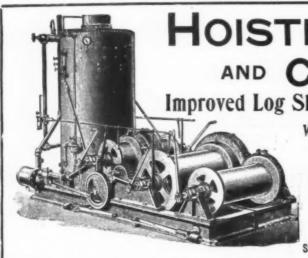
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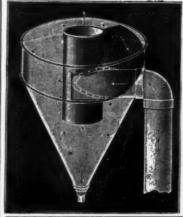
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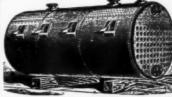
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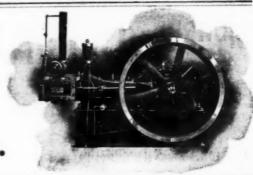
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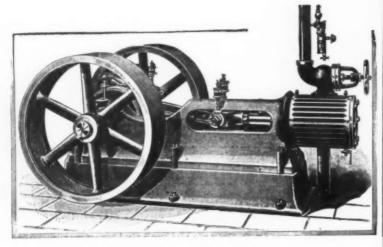
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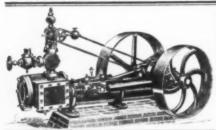
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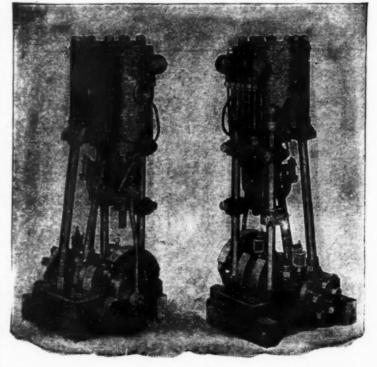
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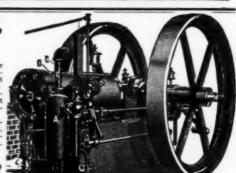
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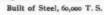


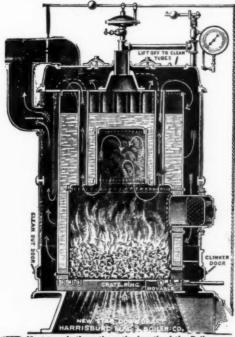
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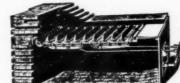
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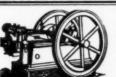
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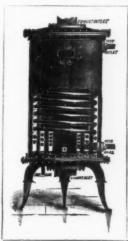
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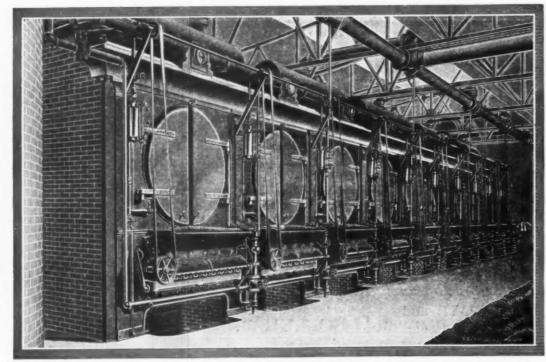
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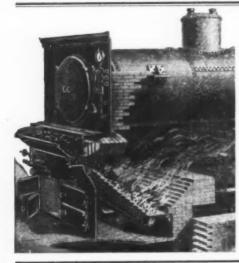
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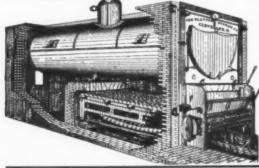
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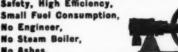
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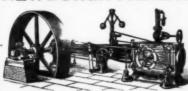
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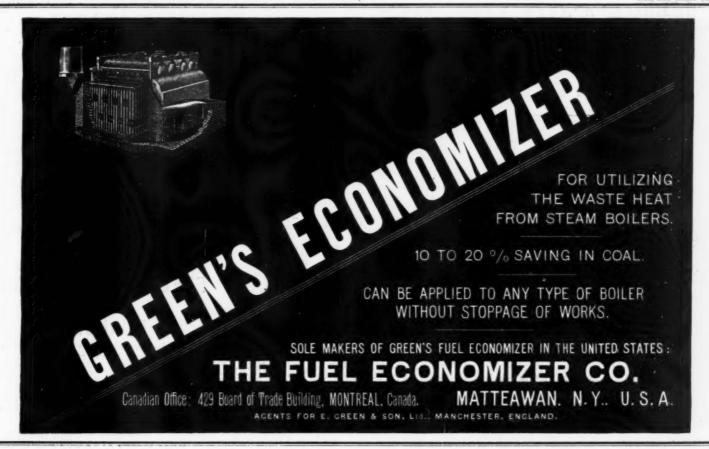
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VOL. XXXIII. No. 2. WEEKLY.

BALTIMORE, FEBRUARY 4, 1898.

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BALTIMORE, FEBRUARY 4, 1898.

## How to Secure Business.

Mr. Frank P. Milburn, architect, Charlotte, N. C., writes the Manufacturers' Record that he has been selected to prepare plans and specifications for the new Tucker county courthouse, to cost \$30,000, and adds: "The commissioners first saw my advertisement in the Manufacturers' Record and wrote me. You see the result."

Other architects, who want similar results, would find it profitable to follow Mr. Milburn's plan of advertising in the Manufacturers' Record.

# That Winter Load Line.

The committee representing the interests of Northern ports, which had apparently had smooth sailing in its efforts to obtain a modification of the winter load line rules of the British Board of Trade, has at last, as was not unexpected, met rather a stiff sort of a North Atlantic midwinter storm. The Manufacturers' Record has on more than one occasion pointed out the real animus of the movement and has done what it could to encourage New York to overcome the drawbacks of its own creation or neglect before it should undertake to reform the com mercial universe. It, moreover, exerted itself several months ago to have London financial sources interested in Southern development present the Southern side of the question to the British Board of Trade. It is, therefore, not surprised to learn from the columns of the New York Journal of Commerce that an influential organization-the Clyde Steamship Owners' Association-has been speaking out in meeting. In a memorial to the Board of Trade, in which it is stated that the association considers the statistics put before the Lloyd's committee of a most misleading character, the secretary of the steamship association says:

My directors feel that the agitation for a change in the existing regulations has been brought about by trade rivalry, and not by a desire for the better protection of life and property at sea. To a great extent it has been carried on by American railway companies, merchants, and ports situated north

of the existing dividing line exclusively for their own interests, and without any regard for that of the British shipping trade generally.

My directors concede that they have argued their case ably from their point of view, but submit that they should rather approach their own government, who has it in its power to make ships of all nations load from all American ports to the free-board which they consider right.

board which they consider right.

My directors feel strongly that were the regulation regarding winter North Atlantic load line altered to include the Chesapeake ports, it would be a serious handicap to British shipping, unless the United States government made it compulsory for foreign vessels, and further they think this latter course should have been recommended by those desiring the change. Already there is a large number of foreign steamers engaged in the transatiantic trade, on time charter chiefly, to American charterers, and if in future these steamers are to have an advantage in loading over British vessels, a charterer in choosing between two identical steamers, one British and the other foreign, will naturally give preference to the latter if she is to be permitted to carry a larger cargo. This is merely one example of how the change would prejudice British shipping.

ping.

In any case, my directors urge strongly that even were the figures in Lloyd's return correct, the statistics do not warrant any such change in the winter North American limit as is suggested, and on this and the other grounds, already stated, they respectfully request the opportunity of an interview, should your department contemplate making any change.

What influence that communication may have upon the Board of Trade may not be predicted. But there is enough sound truth in the first paragraph to induce the commercial interests of ten or twelve leading Southern ports to unite against the designs of three Northern ports to secure advantages which do not naturally belong to them.

# Co-operating for Good.

We heartily thank the Manufacturers' Record for its good words. Its commendations are all the more grateful to us because it "speaks as one having authority;" and certainly it has the high prerogative to do so by reason of the nature of its own vocation (to fill our ports with shipping, to build and enlarge cities, to promote enterprise, to expand and extend all beneficial commerce, manufacture and business, and to herald, chronicle and proclaim all these), and by the further reason of its knowledge, experience and well-worn prominence as a guide and forerunner of Southern progress and development.—Norfolk Pilot.

The Manufacturers' Record and the Pilot do not agree on some financial questions, but we believe that the Pilot s just as honest in its opinions as the Manufacturers' Record is in what it holds to be essential to the best interests of the country. We rejoice in its rosperity and in the good work that it is doing for Norfolk. On that common ground of seeking the advancement and prosperity of the whole South the Manufacturers' Record is glad to know that it has the cordial co-operation and commendation of nearly every paper in the South-and, as for the few that persistently seek to misrepresent the Manufacturers' Record, we have only pity for their state of mind, whether it

## THE SOUTH'S OPPORTUNITY.

In the cotton-mill situation in New England is one of the greatest opportunities for industrial development ever presented to the South, and the Manufacturers' Record Publishing Co., in furtherance of its work for this section, undertakes to send to every cotton mill in the New England and Middle States not now a subscriber, and to leading cotton-mill investors, a copy of the Manufacturers' Record every week for the next three months, and to keep in close touch by correspondence with these mills. We believe that this is one of the most important efforts which the Manufacturers' Record has ever made in behalf of Southern development.

The cotton manufacturing industry of New England, representing an investment of over \$300,000,000, is the basis of the enormous industrial life of that section, which represents the conquest of natural disadvantages by a combination of energy, unremitting enterprise and activity. But there is a limit to such attainments. Artificial conditions may for a time be maintained by such efforts, even when opposed to natural laws, but not indefinitely. According to the report of the Arkwright Club, the exponent of New England cotton interests, the limit in the case of that section seems to have been reached. In its recent report on Southern competition it was said:

"The conditions under which the manufacture is prosecuted at the North and at the South are, we presume, fairly well known by every member of the club. Nevertheless, the more carefully the subject is studied the wider seems the difference between the conditions prevailing in the two sections of the country. The chief difficulty your committee has in expressing its opinion upon the difference is in finding terms sufficiently strong to set forth the hopelessness of a prolonged competition between Northern and Southern manufacturers under the conditions that now prevail. \* \* \* It must be borne in mind that the problem which presents itself to us is, how we can sell any of our goods in competition with manufacturers who make them at a lower cost. We cannot persuade those who still find a profit in running their mills to close their doors because we are losing money, nor can we close our doors without strengthening the market for our business competitors and encouraging them to build more mills to undersell us. \* \* \* The present conditions will substitute mills at the South yet to be erected for mills in New England already built. \* \* \* Nor are cotton manufacturers and their operatives alone concerned in any struggle in which we may be forced. All interests and all industries should recognize not merely their interdependence and the impossibility of the prosperity of one of them apart from the rest, but their particular dependence on the cotton industry-the largest single industry in the United States, and much the largest in New England. Disaster to cotton manufacturers means great injury to all wholesale and retail trade, to railroads, to artisans of every kind, to truck farmers, and to the whole community."

These remarkable statements, it should be remembered, are from the report of a committee appointed to investigate the present situation.

This competition of the South was first felt fifty years ago. Its growth was suddenly checked by the war, and suppressed for the time by the paralyzing effects of the results of the war. But the resources of the South were too great to permit it to remain forever in the background, whatever may have been its acquired drawbacks. Slowly it recovered its lost ground as a cotton manufacturer until it was in a position to advance steadily to the point of greater competition than ever with New England. In this was no evil intent against a rival. It was merely a logical working out of opportunities by wide-awake Southern men and by those of the North long-headed enough to grasp a good thing when they saw it. In this latter fact is the hint for the South now. Nearly everything connected with the industry in New England originates in regions beyond its limits. The cotton must be hauled a thousand miles and more, the coal must be shipped from the South, the iron for the machinery, and even a great proportion of the operatives of the machinery must be imported. On the other hand, the Southern millowner can almost throw a stone from his office into the cotton-fields; he has his choice of unlimited water-power or of locating where fuel can be had at very low cost. Close at hand are the ore and the material for converting that ore into machinery, which will be manufactured in the South as surely as cotton, and he can draw for the operatives upon a great population of native Americans, anxious for the opportunity to find employment.

Hardly a day passes without a New England tribute to the many natural advantages of the South, and even the New England chairman of the ways and means committee of the House of Representatives has suggested that the condition in New England at present is due to the rapidly developing industry of the South. This condition means that New England must turn its attention to the production of the finer goods and to other lines of industry with the same adaptability which has given that section such wonderful prosperity, notwithstanding the drift away from that section of one industry after another by reason of changed conditions. Moreover, it means that many of the great cotton-mill concerns of that section must inevitably seek locations in the South. Unwise labor legislation has added to the disadvantages of New England, while in the South we have, fortunately, been to a large extent free from this trouble. The one chief drawback to the investment of New England money in Southern mills of late has been the tendency towards populistic agitation against corporations, but all this will surely pass away so soon as the people of the South fully appreciate its dangers. The opportunity for bringing to the attention of the entire cotton manufacturing interests of the country the general advantages of the South affords a chance never before presented of turning capital into this industry. The South has the opportunity now to encourage New Englanders to dwell upon its opportunities until in greater volume than ever capital and men are induced to settle in a section where pluck, shrewdness and unremitting enterprise may be united to natural advantages in happy and prolific wedlock. To help on this good cause the Manufacturers' Record will, as already stated, be sent regularly during the next three months to all cotton-mill companies in New England and the Middle States not now subscribing. We purpose to conduct a persistent campaign to strengthen the movement Southward and to make its results permanent and far-reaching. With the increase of mills and the advancement of operatives to higher grades will inevitably come the makers of mill supplies and manufacturers akin to them, in order to be closer to the constantly expanding market for their products. The South will never monopolize the industries of the country, nor will its progress wreck any other section, but it is capable of magnificent enlargement industrially and of prosperity beyond anything that it has dreamed of. The Manufacturers' Record invites the cooperation of the people and press of the South, in order that a full realization of that capability may be attained.

# What Railroads Have Done for the South.

Two extracts from letters in the Manufacturers' Record, one published last week and one this week, briefly but pointedly tell the story of how the railroads of the South have worked for the development of this section. Major Jed Hotchkiss, of Staunton, than whom there is no man in the South who has labored more unceasingly for Southern prosperity, in last week's issue of the Manufacturers' Record said:

In a far larger measure than most people have any idea of, this State owes her remarkable recovery from the devastation and desolution of four years of almost ceaseless warfare within her borders to the rehabilitating and upbuilding agencies of the great railway systems that during the past twenty-five years have reached out their strong arms to nearly every portion of the Commonwealth, encouraging the development of its resources of every kind, and in hundreds of ways stimulating its people to industrial activity, the fruits of which have well-nigh restored to the larger portion of the State and the greater majority of its people that ideal condition of prosperity which was theirs before our gigantic civil war. During all these years, as you well know. I have taken an active and somewhat prominent part in helping along the recuperation and development of Virginia, and in the zealous pursuit of this object I have been brought in contact with those managing nearly all of its lines of railways, and can recall no instance in which any of these failed to make most reasonable provisions for helping those who would help themselves, and for encouraging and facilitating traffic of every character; in many cases actually helping the interests of those applying to it to the disadvantage of their own interests. They have not only done this, but have all along been the most liberal contributors to every scheme that has had for its object the development of the State, the building up of its towns and crities, the promotion of its agricultural and commercial interests and the general condition and improvement of its people.

Mr. John C. Haskell, of Bristol, Tenn., president of the Virginia, Tennessee & Carolina Steel & Iron Co., who has long been intimately identified with the work of Southern railroad and industrial affairs, in a letter in this issue, referring to the injury that would result from the enactment of the proposed interstate commerce bill to absolutely control railroads, shows what one railroad has done in Alabama. He says:

For Instance, who for a moment will doubt that to the Louisville & Nashville road, under the able management of Milton H. Smith, is due more than to all other causes combined the immense development of the Birmingham iron and coal region and the resulting cheapness of the product which has benefited every section of this country? Would such a development have been possible if the building of railroads had been discouraged and their operation checked and hampered by a railroad commission made up of men who have never even learned the alphabet of the profession and are generally retired politicians?

In his speech before the Florida fishery commission at Tampa, Governor Bloxham, of that State, referred to the work of Mr. H. B. Plant, and commenting on this the Enquirer-Sun, of Columbus, says:

He paid a glowing tribute to Mr. H. B. Plant, the man who has done more than all others to develop the State of which he is governor. "I would write," he said, "in words of gold the deeds of Henry B. Plant, the modern Christopher Columbus, who discovered Florida, and who built the palace that now shelters us."

This is a tribute righly deserved. Mr.

that now shelters us."

This is a tribute richly deserved. Mr. Plant may be called the discoverer of Florida, but unlike Columbus who discovered America, he has lived to play the chief part in its development. His liberality in business, his charity and his patriotic desire to see Florida prosper have made him a great favorite among all classes of people of the State—as the representative of whom Governor Bloxham spoke.

The work of such men as Plant, who has been so largely instrumental in the wonderful development of middle and West Florida; of Mr. Flagler, who has put his millions in the building of the nagnificent hotels on the east coast of that State and the construction of railroads that have opened up that region, and of the many other brilliant and brainy railroad managers and capitalists who have aided in the advance ment of the prosperity of the South through railroad building and operation, should receive from the South the hearty appreciation that Governor Bloxham showed in his tribute to Mr. Plant. The people of the South at large do appreciate what these men have done, and are heartily in favor of giving all possible just encouragement to railroads, recognizing their value, and recognizing that this encourage ment is essential if other capitalists are to be induced to invest their money in building new roads. But while this is true, there is an unfortunate tendency among some Southern legislators to hamper and restrict railroads. It would be folly to deny this, and the Manufacturers' Record has stated the facts plainly and clearly, believing that the people of the South, when they see what unwise political agitators are doing, will take measures to stop their What the political agitator may be guilty of is illustrated in a dispatch from Richmond to the Norfolk Virginlan, which says:

It is quite evident that the railroad corporations will receive few, if any, favors at the hands of this legislature. The house is very decidedly an anti-corporation body. It is quite certain that Mr. Saunders's bill to require railroad companies to fence their tracks will be passed. Someone remarked at the Capitol today that the threat made in the last Presidential campaign that the railroads should suffer for the part President Ingalls, of the Chesapeake & Ohio, took in the Virginia canvass against Mr. Bryan would be carried out.

We hope that this statement is not true, and that the members of the Virginia legislature are not capable of what the Virginian's correspondent asserts—that is, a willingness to destroy the prosperity of their State and to punish all railroad corporations, sim ply because one railroad man, deeply interested in the welfare of the two Virginias, felt it incumbent upon him to point out as far as was in his power what he honestly conceived to be the dangers of the last Presidential campaign. Has it come to the point in Virginia that the men who have invested millions in that State cannot take a stand on financial questions without running the risk of bringing about un favorable legislation against all intersts with which they are identified? We cannot believe this, even though the Virginian's correspondent makes ertion.

# As It Should Be

In a letter to the editor of the Manufacturers' Record Mr. Edward H. Sanborn, of Philadelphia, commenting upon the recent meeting of the National Association of Manufacturers, an excellent review of which is published elsewhere, says:

The South is showing up splendidly. Mr. Tompkins was not there, but two new Southern vice-presidents were elected, who will do the association much good—W. T. Adams, Corinth, Miss., and T. W. Pratt, Huntsville, Ala. Mr. Pratt has been here today and is full of enthusiasm and wants to bring in a host of members from the South. The Southern manufacturers are gradually coming to realize the importance of the association and are manifesting a desire to avail themselves of its benefits.

This is as it should be. The National Association of Manufacturers exists

for the benefit of all the industries of the country. Southern manufacturers should hasten to place themselves in a position to share in that benefit.

## Remedy for Many Evils.

The New York World in an editorial discussing the lamentable condition of some of the cotton-mill operatives in New Bedford, which, it says, "is one intolerable to human minds," adds:

But what is the remedy? \* \* The manufacturers cannot be expected to work a cure unaided, for they are themselves sometimes the victims of the inexorable law of competition, and in some cases at least, under existing conditions, must keep wages at the lowest possible point or cease altogether to pay wages:

How are we to better these controlling conditions? That is the pressing problem of American civilization.

In part, the remedy is a recognition of the fact that the cotton industry is to some extent passing through one of the changes that have often been seen in the industrial life of this country. As the manufacture of iron in New England was gradually driven out by the development of iron-making in Pennsylvania and in the South, forcing the New England iron people to turn their attention to the manufacture of the finer products, so the cotton-mill industry is undergoing a change. The development of cotton manufacturing in the South is bringing prominently to public attention the fact that New England, hauling its cotton a thousand miles or more from the South and buying its coal in Virginia and West Virginia, cannot continue to compete with that section which has the natural advantages of cotton, coal, water-power, cheap living and abundant labor, except in the production of the finer goods. While to some extent explains the condition of affairs in New England, it must also be taken into account that bad banking methods have seriously injured the people of the whole country. The South and the West especially have had just cause to complain of the unfavorable currency system which has handicapped their development, and it was to this that the fight for free silver was largely due. It is not free silver. but freer and better banking that is needed; and until this is secured the full measure of our prosperity cannot be attained. This position is admirably stated in an interview in the York World of Sunday last, in which Mr. D. A. Tompkins, of Charlotte, disussing the cotton-mill situation and its relation to business interests, says:

We are greatly in need of a new currepcy system, under which the country people of the West and the South may find their property fit collateral for such loans as they need to make during the year for the production of the crops. With such facilities, the exchange of foreign products for manufactured goods would be greatly promoted, and the domestic demand for cotton goods would probably go back to its normal condition. To accomplish this we must create a banking system that will permit the banks of the West and the South to issue notes upon their own assets under government supervision, and without the necessity to buy United States bonds as a basis of the notes issued.

otes issued.

Mr. Walker, chairman of the committee on banking and currency of the House of Representatives, seems to have reached a solution of the currency question that would be entirely satisfactory to the people here and that would bring the domestic markets back to a normal condition. Without such a remedy the condition of things will probably grow worse until the money centers themselves feel the reaction and find difficulties in utilizing the quantities of money accumulated in the financial centers. Indeed, the reaction has already reached the New England mills, and it is the drying up of our domestic markets, which has been caused by the want of a circulating medium, which is now making the very great diffi-

culty about disposing of manufactured goods.

In a carefully written editorial published some days ago in the New York Times under the heading of "An 8 Per Cent. Country on a 3 Per Cent. Basis," it was shown that American money is already seeking investment in Germany and in England. In the effort to control the trade of this country for New York by the control of money in New York, the very trade itself which it has been intended to control has been more or less dried up. It is not my purpose to say that this has been attempted by New York people with corrupt motives. It is simply the result of their making the best use for themselves of a banking system which is incapable of the slightest flexibility. The reform of the currency should be reduced to the single, simple proposition of authorizing all national banks in the United States to Issue bank bills on their unimpaired assets under the supervision of the government at a tax of 1 per cent.; notes to be guaranteed by the government in return for this tax; issues to be made under government authority, and all without the necessity of buying United States bonds. We need no banks with a smaller capital than \$100,000. When this is done and our country banks are able to loan money to their neighboring farmers on assets that would be perfectly good at home, but that are worth nothing in New York, then our domestic trade will be at once increased by at least 50 per cent. of what it now is. Then also the cotton factories of New England and the South would both have ample markets for all the goods then can make, at advanced prices, and everybody would be leater of

In traveling through the South it may be observed that there is an abundance of food products grown every year, and that the farming element, and the negroes in particular, having more foodstuffs than they have any use for, are yet ragged and ill-clad. It is the want of a medium of exchange that makes this condition. There can be no over-production as long as there is that large proportion of our population who need clothes and cannot exchange their farm products for them.

## A Cotton Amendment.

Some of our New England friends in seeking a remedy for their cotton-mill situation do not seem to be able to grasp the primary cause of it. are contending that it is a matter of hours of labor and would have an amendment to the constitution correcting a lack of uniformity, when the real reason is that, under present conditions, cotton cannot be grown commercially in New England. While they are considering amendments to the constitution they should take the bull right by the horns and propose amendment to change the soil and climate of New England. The resolution proposing it might be framed on such lines as these:

Whereas, under the laws of soil and climate, which render cotton-planting unprofitable in regions north of the parallel of latitude 36° 30′, there now exists and must always exist great diversity of opportunities for gain in manufacturing establishments, and this variation creates discrimination among the several States of the Union, which operates to the disadvantage of both labor and capital in many localities, contrary to the constitution; and, Whereas, this lack of uniformity in opnor-

Whereas, this lack of uniformity in opportunities for cotton culture is the outcome of the laws of nature and beyond the power of the States to make uniform; and.

the states to make uniform; and,
Whereas, unequal and partial restrictions
disturb the equilibrium of industry and are
serious obstacles to national progress;
therefore

Resolved, That the Congress of the United States do recommend to the several States the adoption of the following amendment to

Article XVI.—Congress shall have power to establish uniform laws of soil and climate throughout the United States.

Waiving the question whether such legislation would be any more constitutional than one imposing a class income tax, it will be seen that the settlement of New England's difficulty is the easiest thing in the world. It is only necessary to divert the Gulf Stream and start an augmented force of the Department of Agriculture at

work upon the land, and in a few eons cotton can be grown in Massachusetts. There will be other blessings. The undertaking will put into circulation a great deal more money than inflated pensions and thus solve the currency question. So many persons will have to be appointed in the agricultural department that all agitation for a repeal of the civil-service law will cease, together with official evasions of it. Last, but not least, the population that makes cotton-growing a success will be attracted to New England in hordes, and philanthropy will be able to deal intelligently and at close range with one of its favorite fads. This may bring an end to that particular phase philanthropy, but what matters that? Philanthropy will find another outlet. By all means let us put Congress to the task of diverting the Gulf Stream at once.

## Explanation and Suggestion.

The editor of the Richmond (Va.) Times has made a manly explanation of a recent editorial in his paper, in which he assumed a position toward the Manufacturers' Record not warranted by the occasion. We felt confident that he would do this act of justice as soon as the facts were brough to his attention, and, although he still is under the impression that the Manufacturers' Record's position was to sweeping, we shall not complain. We may suggest, however, that one swallow does not make a summer, and that the failure of the Georgia legislature to enact measures in restraint of enterprise, which the Times cites as an indication of the subsidence of populism. should not lead it to relax its efforts to prevent such legislation by the Virginia assembly. We are inclined to think that measures already propo there, notably those affecting railroads. require vigorous treatment by consc ative Virginians. We shall gladly unite with the Times in encouraging a sentiment that will prevent antagon ism of railroad enterprises and join in its hurrah-as soon as we are out of

# The Result of Advertising.

30 Broad street, New York, January 27, 1898.

Manufacturers' Record, Baltimore, Md. Gentlemen—Please discontinue my advertisement in your paper for the present. I have had enough inquiries for the rails to have sold them twice over.

Yours truly, GEORGE C. EVANS.

# Wants to Move South.

The "Southern States Farm Magazine," of Baltimore, learns that Col. John E. Fox, Mansfield, Mass., is seeking information about the price of grazing lands in the South in large bodies, and the adaptability of different parts of the South to cattle and sheep-raising on a large scale.

# Want Southern Iron.

The increasing demand abroad for Southern iron is shown in a letter to Messrs. Price & Heald, of Baltimore, from Messrs. Carlo Cutolo & Figli, of Naples, in which they say:

"We have considerable demand for iron of the Sloss brand, coming from Alabama or Tennessee, and we beg you will put us into direct relations with a first-class house exporting their product."

An effort will be made to establish a national fish-hatchery at a central point on the Gulf coast.

# FOR INDUSTRY AND COMMERCE.

## Importance of the National Association of Manufacturers.

The National Association of Manufacturers met in New York on Tuesday, Jannary 25, the sessions continuing through out Wednesday the 26th, concluding on Thursday the 27th with a banquet in the new ballroom at the Waldorf-Astoria Hotel, on which occasion the President of the United States was a guest. The association has never had a more notable onvention in its history, which has been brief, it is true, though the name of the organization has become widely known both at home and in foreign countries. large number of manufacturers, who had gathered from many parts of the Union to form a national association, met at Cincinnati in January, 1895. The movement originated in Cincinnati in the Manufacturers' Club of that city, though the first president of the association was Mr. Thomas Dolan, then the president of the Manufacturers' Club in Philadelphia. Curiously, at first the organization admitted clubs to membership only. Individuals and firms were eligible solely as sociate members. Growth, of course was slow and progress uncertain so long as these restrictions continued, and at the first annual convention, which was held at Chicago in 1896, the constitution was changed, a new programme of work was mapped out, and the association entered actively upon its campaign to increase the country's foreign trade. Mr. Dolan was succeeded in the presidency by Mr. Theodore C. Search, also of Philadelphia. The general headquarters of the ass tion up to this time had been in Cincinnati. They were carly under Search's administration moved to Philadelphia, where, with his energtic direc tion, bureaus of publicity and informa tion were established for the purpose of putting printed matter into the hands of the members and of the general public relating to the work of the organization and for answering inquiries which should be addressed to it regarding markets, freights, tariffs and conditions of sale in and export to foreign countries. In January, 1897, the association held its sec ond annual convention in Philadelphia. and this year went to New York, where the merchants and manufacturers of the city and its vicinity had prepared a most elaborate reception for the delegates and guests. Such lavish hospitality has rarely been seen, and the three days will long be rightly reckoned as very memorable ones in the lives of all who were present to enjoy the princely entertain ment.

# President Search's Address.

The convention made its social headquarters at the Waldorf-Astoria Hotel. The business sessions were held in the hall of the Masonic Temple, eleven squares nearer the commercial center of the city. The convention opened at about 11 o'clock Tuesday morning, January 25, and the first important business of the eeting, after organization had been effected, was the reading of President Search's annual report. This address is looked forward to with much interest each year, and it is always a document prepared with such care that it attracts wide attention here and abroad. After reviewing some of the successes achieved by the American manufacturer in the export trade during the year past the president at once entered upon a discussion of means still further to augment it. First in importance he considered to be the ship, and he called attention to the sorry condition of the American merchant marine, with the flag of the country a rare sight on the high seas, and our own freights going out and coming to us in foreign bottoms. "The most important link between the maker and the foreign consumer," he said, "is the ship, and if our systems of ocean transport are not the equal of those of any other land, we are, it would seem, at a disadvantage for which nothing else can give us adequate compensation." He advocated postal and naval subventions such as are paid to responsible steamship companies in other countries, and stated that he thought more liberality on the part of the government might be called for now than in the years to come, since the present situation was so bad that it called for heroic curres.

He, too, perceived in the proposed Nicaragua canal a project which, if it were pushed to completion, would greatly assist in the development of trade with the Pacific occur.

The report considered the question of the establishment of a department of ommerce and industry, should be a secretary in the President's cabinet, the peer of the various other ecretaries. The plea for this reform was a very able one. The different organiza-tions of business men in this country have appointed a joint committee to carry on a campaign of education in respect to this department, and of this committee the president of the National Association is the chairman. Mr. Search also spoke out in favor of a policy of commercial reciprocity. He reviewed the proposed system of sample warehouses which the association is establishing in various for eign countries. The first of these exhibition-rooms will be opened in Caracas, Venezuela, in a few weeks, and negotiations are in progress with a view to establishing similar warehouses in Buenos Ayres, Hamburg, Germany, and Kobe, Japan.

# For Technical Education.

Mr. Search appealed to manufacturers to take a cordial interest in technical education, as commercial supremacy could not be maintained unless intelligent attention were given to this subject. Germany had lately made wonderful advances in industry, and nearly all her gains could be traced back to her systems of commercial and technical education. The president also spoke with great directness in the matter of recent revolutions in the consular service of this country. Such disorganization every four years was deeply deprecated. Experience, fitness and tenure of office are looked to by Mr. Search as prime essentials in the service. Of 150 United States consulates, ninety-eight have been put in charge of new officers since last March, and the president appealed to the mem bers of the association to give this subject their earnest consideration. International banking, bankruptcy legislation in the United States, the State taxation of foreign corporations, patent law reform and the taxation of alcohol used in the arts were among the other subjects treated of in this masterly report.

# Measures Favored.

Many of the questions discussed in the president's address were later debated in the convention, and resolutions were passed in respect to a number of the subjects. A special committee was appointed to take charge of the question of consular reform which is composed as follows: Charles Davis, of Cincinnati, O., chairman; T. Stewart Wood, of Pennsylvania; Richard Young, of New York;

A. B. Farquhar, of Pennsylvania, and J. M. Studebaker, of Indiana. Some of the principal resolutions passed by the convention were the following:

Approving of the Greeley bill, now before Congress, which proposes to increase the facilities of the United States Patent Office.

Approving of a system of liberal mail contracts to United States ships, with subventions to transportation lines, which promise to give the country useful service.

Recommending action which will operate to effect the repeal of unjust State legislation taxing foreign corporations; that is, of corporations domiciled in other States. A committee of four was appointed to co-operate with organizations which are working toward the same end.

Pledging the assistance of the association through a special committee of five members in entertaining and receiving the delegates to a second Pan-American Congress, to be held in the United States in 1900, the association to act in conjunction with President McKinley and Director Joseph P. Smith, of the Bureau of American Republics.

Commending to the attention of Congress a bill to establish an international bank.

Urging upon the attention of American manufacturers the importance of making full exhibits at the Paris Exposition of 1900.

Resolutions in favor of the adoption of the metric system were not reported favorably by the committee on resolutions, owing to a compulsory feature to which several members of the committee were opposed. The subject was recommitted to a standing committee, whose membership is to be increased to fifteen.

The convention was productive of much good discussion and clear-cut action, the second day of the meeting (Wednesday) being a season of much profitable interchange of opinion from men gathered together from widely separated parts of the Union.

# On Foreign Trade.

The symposium on foreign trade on Wednesday evening-a meeting like that which was held during the progress of the convention last year in Philadelphiacalled forth some interesting speeches. Mr. Richard Young, a New York leather manufacturer who had recently returned from a journey around the world, spoke upon the consular service. Many of the evils of our system were alluded to, and he illustrated his remarks from actual exwith living instances. Young thoroughly disapproved of the system of appointment and removal. He con sidered that many of our officers were insufficiently paid, and he declared it as his belief that American consulates and commercial agencies abroad should be presided over by American citizens, and not by resident agents, as is often the case today.

# Two Practical Bureaus.

Another interesting feature of this vening meeting was an address by Mr. Edward H. Sanborn, who is at the head of the bureaus of publicity and information at the general headquarters of the association in Philadelphia, Mr. Sanborn described the work which was ing done by his bureaus. He stated that since the establishment of the bureau of publicity twenty-one circulars of infor mation had been issued ranging in size from a single leaf to a book of 165 pages. These circulars have aggregated, all told 500 pages of printed matter. There has been so great a demand for some of these pamphlets that several editions have been required. About 200,000 copies of the different circulars have been distributed. The association, together with its other work of publication, is now issuing a fortnightly eight-page paper, American Trade. The bureau of information has been a natural outgrowth of the bureau of publicity. This bureau keeps on file large quantities of miscellaneous information in regard to commercial subjects. It has a number of agents abroad, and it is in a position to reply intelligently to inquiries in regard to the possibilities of developing and extending the export trade in any given line of merchandise. This service which the bureau gives to members of the association is free and the delegates were much instructed by Mr. Sanborn's lucid account of the work of his department of the association.

## The Officers Chosen.

Considerable interest was centered in he election of officers, which occurred on Thursday. There was, of course, no op position to Mr. Search's re-election, and ne was chosen for the third time as the president of the association. It was felt by the members that no one else need be ought for to serve in this connection so long as he is willing to hold the post. It makes serious demands upon him, and he contributes his time, energy and advice quite freely, with no remuneration With what result is plain to all who know how much the ass tion has achieved during the two years past and how fully the burden has fallen upon his own broad shoulders, he being at the center of every movement which is undertaken, the organization's chief adviser at every turn in its active and useful life. He was elected by a rising vote with no voice of dissent.

For treasurer, Mr. Charles A. Schieren, of New York, an ex-mayor of Brooklyn and a well-known leather manufacturer, was nominated to succeed Mr. Robert Laidlaw, of Cincinnati, who had held the place for three years. Mr. Schieren was also elected by acclamation.

For secretary, Mr. E. P. Wilson, of Cincinnati, the old incumbent, had been renominated by the committee on nominations. A boom had developed in New York, however, for Mr. Charles E. Locke, who had been secretary of the committee which had arranged for the entertainment of the convention. Mr. Locke was supported by ex-Senator Warner Miller, vice-president for New York, who presented his name to the convention. Before it came to a test of strength, however, Mr. Locke's name was withdrawn and Mr. Wilson was re-elected to the secretaryship without open opposition.

The following vice-presidents were nominated and elected, each State in which the association has members being entitled to one representative:

entitled to one representative:
AlabamaT. W. Pratt.
Connecticut Pliny Jewell.
DelawareC. W. Pusey.
GeorgiaJ. F. Hanson.
Illinois
Indiana D. M. Parry.
Kansas Thomas Ryan.
Kentucky W. C. Nones.
Maine,
Maryland David L. Bartlett.
MassachusettsW. C. Lovering.
Michigan Geo. H. Barbour.
Mississippi W. T. Adams.
Missouri L. D. Kingsland.
New JerseyBenjamin Atha.
New York Chas. A. Moore.
North Carolina D. A. Tompkins.
OhioJ. H. Patterson.
PennsylvaniaJohn H. Converse.
Rhode Island Samuel M. Nicholson.
South Carolina Ellison A. Smyth.
TennesseeC. D. Mitchell.
Vermont Henry Fairbanks.
West Virginia N. E. Whitaker.
Wisconsin F. W. Sivyer.

These are for the most part re-elections, though Mr. Pratt, of Alabama; Mr.

Adams, of Mississippi, and Mr. Moore, of New York, are new men in the positions Charles A. Moore, the new vice-president for New York, who succeeds Warner Miller, is a member of the firm of Manning, Maxwell & Moore, manufacturers of machine tools. He was the chairman of the committee on entertainment in New York, and carried himself in such a way that he seemed eminently suited to enjoy this promotion. Mr. Moore was the leader of the delegation which went Washington to escort President Me Kinley to New York, and he was also a member of the party which waited upon the President a few weeks before to invite and secure his acceptance of the invitation to be present at the grand ban-

## The Social Relaxations.

The social features of the entertain nent will not soon be forgotten. pening day of the convention the delegates were escorted to the wharves of the American Line, on the North river, where the St. Louis was tied up preparatory to sailing on the following day, The great ship was inspected from e to end and a luncheon was served by the International Navigation Co., the owners of the line, which was in all senses a sumptuous repast. Speeches were made after the lunch had ended by President Griscom, of the American Line, and Pres ident Search, of the National Associa-It was a very pleasant occasion and wholly appropriate that an organization which is steadfastly laboring to im prove our shipping connections should thus have met on and under the decks of the largest merchant steamer which to day flies the American flag.

On the evening of the same day (Tues day) the New York members of the association tendered a Bohemian smoker to the visitors in one of the ballrooms of the Waldorf-Astoria Hotel. This was a very pleasant affair. A stage had been erected in one corner of the room, upon which Mr. E. E. Rice, the theatrical n ager, kept singers and dancers and other intertainers upon the boards until after midnight. Many favorites with theater goers were brought on after the play ouses had closed, and no expense spared, it would seem, to make this a st elaborate entertainment. It is certain that few who were present failed to enjoy the evening's programme, and refreshments of all kinds were served lib erally free of all expense.

All previous efforts during the conven tion were surpassed, however, on Thursday evening at the banquet in the new ballroom of the Waldorf-Astoria, when the President of the United States was in attendance. It had earlier been intended to have only 400 or 500 guests, but so many applications for places were received that it was necess make provision for at least 1000. The hall being too small, many tables had to be placed in an annex, the Astor Gallery, Both rooms were supplied with music throughout the evening, the tables adorned with great quantities of cut flow ers, the souvenirs were of striking beauty and elaborateness and the dinner itself was the best that modern chefs could provide. In the main hall, to which all the guests repaired when the speaking began, was the President. At the right hand of Mr. McKinley at a separate table at one end of the room sat President Search; at his left hand Warner Miller, the toastmaster of the night. Others seated at this table were Senator Frye. Charles Emory Smith, Judge Howland, M. E. Ingalls, St. Clair McKelway and Clement A. Griscom.

The first speaker of the evening was Theodore C. Search, who addressed himself to the sentiment, "The American

Manufacturer." The President of the United States followed. Once before, in 1895, Mr. McKinley, when he was still the governor of the State of Ohio, met with the members of the association at Cincinnati. The President alluded happily to this event, and then entered upon a statement of his views on the currency question, which at this moment was uppermost in the public mind. The President's utterances were enthusiastically cheered, the whole assemblage rising to its feet again and again, singing "America" at the close of the earnest and inspiring speech. This was a fitting climax, indeed, to the great convention. Other speakers at the banquet were Senator Frye, of Maine; Charles Emory Smith, of Philadelphia, and Judge Howland, of New York.

The association next year will hold its onvention in Cincinnati, when it will probably be held in February, instead of in January, though this matter is in the hands of the executive committee for acdetermination. The entertainment of the guests in New York was royal, and the association enters upon year which is full of promise. Its membership is rapidly increasing. It added 644 new members to its rolls last year. In proportion as the support which is accorded it strengthens its useful work may expand and develop, and we may expect it to go forward with leaps and bounds Such conduring the months to come. centions as the one in New York are of the greatest aid to an organization, and, as Warner Miller said in his opening peech at the banquet on Thursday evening, the work of the association is only comparable to that of the British Board of Trade. The National Association, in fact, is America's Board of Trade.

# Acetate of Lime Wanted.

Messrs. Kinnersley Bros., of Bristol, England, writing to a correspondent of the Manufacturers' Record, say:

"Large manufacturers, personal friends of ours, are thinking of taking up the making of acetic acid, and will, therefore, be in the market for acetate of lime. As this article is obtained from the distillation of wood, we should feel greatly obliged by your kindly informing us whether this product can be secured in your district; in which case perhaps you would do us the favor by indicating the name of a firm to whom we may apply, or you might pass on this letter to them."

# To Show Houston's Advantages.

In presenting the resources of Texas at the Transmississippi and International Exposition a committee of enterprising Houston business men offer a prize of \$100 cash for an acceptable plan or scheme through which an exhibit to represent that city can produce the instantaneous impression that Houston connects deep water and the most important railroad center from a freight standpoint be tween the Missouri river and the Pacific coast. Seven of the fourteen lines of railroad entering that city handled in 1896, in and out, a total tonnage of 3,658,398 tons. Houston is now seeking an appropriation for a ship channel twenty-five feet deep to the jetties at the nouth of Galveston bay. The \$100 prize will be paid to the inventor who nearest enabling the people of this city to carry out the idea they wish to present upon the visitors at Omaha. Life, action or motion in connection with such an exhibit will be considered.

At the instigation of the Good Roads Association of the State the South Carolina legislature is expected to enact legislation for improved highways.

## FACTS vs. SLANDER.

Messrs. Latham, Alexander & Co. Have a Word to Say.

In the Manufacturers' Record of January 22 Judge T. M. Norwood, of Suvannah, in a letter of abuse against a number of people who had recently expressed their views through the Manufacturers' Record as to the injury done to the South by demagogues and against Eastern capitalists in general, said of Latham, Alexander & Co.:

"Latham & Company went to New York, opened what the South called a 'bucket shop,' joined the stock and cotton exchanges, which the South considers the vilest gambling dens on earth, and then bloomed out as brokers, got rich; then bloomed out as bankers, got inoculated with the 'Eastern impression,' and now join in the Eastern hue and cry, 'The South is dishonest'."

The rest of Judge Norwood's letter contained about as many facts and as much sense as this criticism of Latham, Alexander & Co. The entire absence of facts is shown in a personal letter from Latham, Alexander & Co. to the editor of the Manufacturers' Record, which puts the matter in such a clear light that we have asked and secured the privilege of publishing what they say. They write as follows:

"Your own excellent reply to Messrs Norwood and Denmark, under the torial caption 'Whom Will Ye Believe?' is so just and conclusive that it leaves not a word to be added. As a matter of fact such vituperative onslaughts as the communications in question are unworthy of serious rejoinder. The practice of abus ing and villifying Wall street is today neither popular nor profitable—it is played out. Reputable people of Wall street are no longer even sensitive to the gross ininstice of such attacks, and the occupation of the maligner is practically ge If Mr. Norwood is as wide of the truth throughout his tirade of denunciation as he is in all that he has to say of Lathan & Alexander, his entire communication is wholly unreliable and therefore unworthy of notice. He is inaccurate even in styling the firm name. His utter ignorance of our house, the character of business done by it from the day of organization to the present time and the invariable rules governing its conduct is no excu for his attack and accusations

"The firm of Latham, Alexander & Co, was organized in 1870. Mr. Alexander was a member of the New York Stock Exchange before our firm was founded. From the day of our beginning to the present time we have done a legitimate banking and commission business. We have never had a speculative interest in any stock or bonds or in cotton since the firm was organized.

"As to Mr. Norwood's charge of our having begun as a 'bucket shop,' we would only say that such a thing as a 'bucket shop' was never heard of, nor did it exist, until twelve or fifteen years after Latham, Alexander & Co. began business.

"We are very grateful for every piece of business ever entrusted to us by our Southern patrons, but it is not true, as Mr. Norwood says, that we have gotten rich on the South. We have done more business with and made more money out of the people of Massachusetts than with the people of any Southern State.

"We have always given faithful service to our customers everywhere—North, South, East or West—but the South has undoubtedly always had our strongest partiality and our most generous indul-

gence.
"In 1874 Latham, Alexander & Co.

loaned one Southern State \$250,000, which was the first money after the war that the said State was able to borrow, and by which loan the State was enabled to retrieve her lost credit and re-establish her depleted treasury. Was this robbing the South?"

## EVIDENCES OF PROSPERITY.

The Manufacturers' Record to Help the Good Cause.

The following letter is an indication of the value attached to the Manufacturers' Record as an agent of prosperity:

Ravenna, O., January 26, 1898.

Manufacturers' Record, Baltimore, Md.:

Gentlemen—We wish to add our voice to the general acclaim of restored confidence and prosperity.

Within the last thirty days we have shipped one carload of hoisting engines and derricks to the National Contracting Co., Syracuse, N. Y.; one carload hoist ing engines and derricks to the Warren Scharf Asphalt Paving Co., Utica, N. Y. two geared locomotives to John Dunfee & Co., Syracuse, N. Y.; two carloads hoisting engines and derricks to Beckwith & Quackenbush, Mohawk, N. Y.; carload machinery to Furnaceville Iron Co., Lockport, N. Y.; geared locomotives to Rodgers, Farrell & Hegeman, Pittsburg, Pa.; S. Casparis, Kenneth, Ind.: Vandergrift & Jacobs. Duluth. Minn.; one car special machinery to New York city for the T. A. Gillespie Co., Pittsburg, Pa.; a special iron erection engine to the Hilton Bridge Construction Co., Albany, N. Y., and many other small shipments.

Our plant has been running to its full capacity for the whole of the year '97, and our output was the largest of any year in our history. We have our nerve with us once more and intend, with the help of the Manufacturers' Record, to make a still greater record for the year 1898. With best wishes for the coming year, we are,

Yours truly, THE JOHN F. BYERS MACHINE CO.

# Southern Vehicle Trade.

According to a dispatch from Louisville, Ky., the vehicle and implement trade in that city during the past year has been remarkably large. As an illustration of this, it is stated that the Kentucky Wagon Co. is now making vehicles at the rate of 25,000 annually. It is also stated that the same company earned \$225,000 more than its annual dividends in the last eight months of 1897. As a large area of its trade territory is in the South, its prosperity shows the opportunities the South presents for this branch of the manufacturing industry.

Mr. Charles T. Jerome, 70 Arthur ave me, Minneapolis, Minn., in a letter to the Manufacturers' Record, says: "The finan cial pressure of the last five years has been so heavy on our people that occasionally in Northern cities—in Minneapo lis and St. Paul, as well as othersowners of equities in properties, mortgaged or under foreclosure, are anxious to exchange their equity interests in productive income properties for something that is clear, as unimproved lands. Thus it is often that a small amount of cash will go a great ways in promoting an ex change of a large amount of land for valuable equities. I am inclined to think that agricultural lands, perhaps in Texas. as well as anywhere, might be acceptable in this locality in such exchanges." Jerome also wants to secure information as to a few large tracts of pine and cypress timber lands for sale.

# THE RIGHT TO MANAGE ONE'S AFFAIRS.

Railroad Officials on the Interstate Commerce Commission's Plans.

John C. Haskell, president Virginia, Tennessee & Carolina Steel & Iron Co. and the South Atlantic & Ohio Railroad Co., Bristol, Tenn., writing upon the subject of rider to the anti-scalping bill, which proposes to give to the interstate commerce commission the right to make rates, says:

building or management of the properties over which they were placed. Now the rule is rapidly becoming universal which requires that men to be put in charge of railroads shall, as in all other business, have some knowledge of the work they are called on to do. It is a notorious fact that many men who made no great

"If we could reconcile ourselves to the wrong of practically taking away from the owners of great properties the right to manage their own, which is allowed to every other business in this country, the very impossibility of the idea that the power can be intelligently used would, I think, be sufficient to condemn it in the minds of all thinking men. It is perfectly natural that a man who has aspired to the Presidency of the United States should chafe at being limited to the legitimate powers of what is at best an inferior court. I am not opposed to a proper commission, whose powers should be confined to correcting and, perhaps, punishing violations of the law which always prescribes that railroad rates shall be fair and just; but if the railroad commission was made up of men like M. H. Smith, of the Louisville & Nashville; Henry Fink, of the Norfolk & Western, and E. B. Thomas, of the Erie, and men fitted to sit with them. it would be absolutely impossible, if they gave their whole time exclusively to it, to make intelligent rates over one tenth of the railroad territory of the United States. The conditions of each point, the cost of the service per ton and many other questions would vary of necessity in almost every case. These very men who have gone in at the alphabet of the business and worked up to the top by their ability through each department are paid many times as much by the wners of the property as members of the interstate commission. They are better known and more looked up to by the ountry at large for the simple reason that they are leaders in the profession to which they have devoted their lives. "It is well known that a majority of

these men are overworked in managing the lines over which they have been put, though they are assisted by chosen subordinates thoroughly acquainted with each branch of their business. It must be evident to anyone that these men have risen to the positions they now hold not by their capacity to extort excessive rates, but by the ability which they have shown in developing the country through which their roads run and the skill with which they have handled this business so as to make a profit out of it, and at the time in aiding enterprises which their lines have made possible. For instance, who for a moment will doubt that to the Louisville & Nashville road, under the able management of Milton H. Smith, is due more than to all other causes com bined the immense development of the Birmingham iron and coal region and the resulting cheapness of the product which has benefited every section of this country. Would such a development have been possible if the building of railroads had been discouraged and their operation checked and hampered by a railroad commission made up of men who have never even learned the alphabet of the profession and are generally retired politicians? The time was, and in the South to some extent still is, when men were put in charge of railroads who never knew the cost of construction, operation or, in short, any single fact as to the

over which they were placed. Now the rule is rapidly becoming universal which requires that men to be put in charge of railroads shall, as in all other business, have some knowledge of the work they are called on to do. It is a notorious fact that many men who made no great ss as practicing lawyers have made good judges; but no one ever thought of electing as a judge a man who did not at least belong to the profession. functions of the railroad commission. even when limited to the judiciary, are far more weighty than those of the ordi nary judges of courts; but still it has not been considered necessary that members of the commission should have even an elementary knowledge of the railroad business. I take it it is hopeless to expect legislators to pass a law requiring such knowledge, but this only makes it the more important that the functions of this commission should be limited. If the unlimited power of managing railroad properties is given to them, instead of only having power to correct violations of law, one of two results is bound to come: Either they will fix arbitrary rates and, as a most worthy State commissioner once said to me, try them for a year and then correct them if they find they are wrong, the railroads suffering the penalty meantime, or they will, as has happened almost universally in State commissions, be perhaps unconsciously under the control of some shrewd railroad man, who will have things fixed favorably to his interests. This commision is not particular in chafing at the restraints of the law. We see every day popular clamor against the courts because they forbid illegal increase of powers which are spasmodically and foolishly demanded. Such a law, if passed, will either be a dead letter or a terrible check to the development and progress of any section that wants railroad extension. It is wrong in principal, and it will be disastrous to the people of the country in practice, unless, as I said, it stands an idle nace to capital invested or prop to invest in railroads. I should add that I am no railroad man, but have been for a good part of my professional life c nected as counsel with railroads, and my present connection as an official is merely incidental to that business. I seldom care to go into print, and I am hurriedly answering your article, which I have only inst received." Mr. E. B. Thomas, president of the

Mr. E. B. Thomas, president of the Erie Railroad Co., New York, says:

"I have read with interest the article in your edition of January 14 last. It is sound and based on the right principle. There never has been a time in the history of this country when the honest and intelligent press had such an opportunity to benefit the community by awakening the people at large to the dangers which surround our system of government from the attempts of unscrupulous demagogues and politicians, under the disguise and theory of 'protecting the people,' to grasp and hold powers beyond the limit of anything heretofore dreamt of. It is the direction of the step and not the length that finally brings one to the destination, and there was never a doctrine so false in theory or more apt to prove ruinous in practice than that of conferring upon the interstate commerce commission practically the power of initiating rates, for, disguise it as you may, that is the ultimate purpose which they seem to be

seeking. Granted that the position is correct-that the country needs protec tion-who is to protect the country from them? The power to accomplish what they are seeking would be infinitely more valuable than a free license to loot the United States treasury. Who is to protect the country against them? Such power would be putting in the hands of five men the ability to destroy communi ties, to absolutely disturb commercial relations and to wipe out independent enterprise. What would be the value thirty days in advance of the knowledge that rates would be reduced or advanced, and is it to be assumed that through some channel and some method that knowledge would never reach the hands of specula tors and politicians? The press of this country can do no greater service than to awaken the people to the danger that underlies this attempt to grasp a power hitherto unheard of and which, when once yielded, can only be withdrawn with the greatest difficulty."

H. M. Flagler, president Florida East Coast Railway, writing from the Hotel Royal Poinciana, Palm Beach, Fla., under date of January 25, 1898;

"I have read with great interest copies of the articles appearing in the Manufac turers' Record under date of January 14 and 21 on the subject of the interstate commerce commission's effort to have its powers enlarged. The intense daily absorption in my pressing business cares has prevented my having anything more than a general knowledge on the subject. I have, however, known something of the efforts of the commission to extend its powers, and have viewed with much disquietude, if not alarm, the possibilities of the dangers confronting the railroads of the country and the thousands of our citizens who have invested their savings in railroad securities. Calmly and care considered, the question is one which may well invite the closest attention of all thoughtful persons. History tells us that it is considered as a general law of policy to be always united in a tacit league to prevent the exorbitant increase of power by any particular party or set, and the examination of history is our best guide, for it is 'philosophy teach ing by experience," I will not, however, dilate upon the momentous question be fore us, for it has been presented by you in such a forcible and intelligent manner that anything I might say would be but a multiplication of words without any addition of ideas, and I therefore content myself in closing with an expression of my most hearty approval and endors ment of the course you have pursued."

James J. Hill, president Great Northern Railway Co., St. Paul, says:

"There has nothing occurred in the government of this country since the war that, in my judgment, has as far-reaching effect as the attempt of the interstate commerce commission to succeed to powers through congressional legislation greater than those ever held by any five men in this country."

# IRON AT BIRMINGHAM.

The Equilibrium in the Market Not Yet Reached.

[Special Cor. Manufacturers' Record.] Birmingham, Ala., February 1.

The equilibrium towards which it was believed the market was approaching for iron has not yet been attained, and the failure or long delay in its attainment is one of the puzzles of the trade whose solution is sometimes so expensive to the fellow who gets the wrong result. There were rumors of a divergence between asking prices and those realized. While one could hear of it, he could not successfully

and certainly locate the weakness, for it vas always "the other fellow" who was the guilty person. It looks as if one was the alternative of rendering the left old Scotch verdict of "guilty, but not proven." There seems to be no concert of action, no understanding between sellers, as to prices. While these reports are from sources to justify recognition by credulity, it is known that \$6.90 has been refused for No. 3 foundry and \$7 for No. 2 foundry. One interest reports the trade for the week but moderate, yet this same interest booked for the week orders for two-thirds of a month's production. another interest stocks decreased 1200 tons from the 10th to 20th ult. For this season this is not a bad showing. The report in December showed that while production was around high-water mark, it had gained but one-half of 1 per cent consumption. The advance guard of heavy buyers, whose appearance was reported in last letter, made no demo stration the past week, and it is supposed that the weakness in Northern irons acted like a fire in the rear usually does and made them seek a position where 'masterly inactivity" could wait a more favorable time for profitable venturing

The export trade the past week, while not lively, was about up to the average, and transactions included Great Britain, Russia, Italy, Austria, Holland and Japan. Ocean room was offered more freely than requirements demanded. While no more is said of this trade than good policy demands, the fact that all the sellers court it is "prima facie" evidence of its value.

The daily press the past week an-"good authority" that iounced on English syndicate would build a \$1,000. 000 steel plant here at an early date. Your correspondent, with sources of information on this point than which none could be better, has vainly tried to obtain reliable data in confirmation. Those here who would certainly know it if such an event was a fixed fact, or even contemplated, are ignorant of it. While upon this point it may as well be said that in the last few months an interesting correspondence has been going on between parties here and some Englishmen of wealth who stand prepared to invest \$1,000,000 to \$5,000,000. But they want to get into an enterprise with an established business, having a regular output, and a uniform, regular dividend-payer, As the combination prepared to meet this does not obtain here, the investment will not come here, it is thought. An investor here must come with the idea of helping to build up to the point desired by these wealthy Englishmen before he can enjoy the "otium cum digitate" that follows the wise placing of ready money We have passed the embryotic stage, have proved success would follow pru dent investments, and have thoroughly demonstrated the possibilities in whose attainments there is no rival in all the world. But we had no generation preeding us from whom we inherited estab lished enterprises from which regular dividends are drawn. What we have this generation created, and the growth has been from small beginnings. We are growing yet, and, in age, Birmingham is but an infant. Let these investors ponder over what we will be when another decade adds years of progress to our age and they will realize that "there's millions in it" yet.

At the rolling mill a stockhouse 130x50 feet is being built of iron, with a 16-foot shed on each side, by the Means & Fulton Co. The same firm has also a contract from a South Alabama lumber firm for a kiln-drying outfit of a capacity for 40,000 feet daily; also for 300 lumber buggies. Hardie-Tynes Co. has secured

contracts for a 100-horse-power Corliss engine, a hoisting engine in the Knoxville district and also two 70-horse-power engines and boilers. Miscellaneous work seems to be plentiful enough to keep all employed. There is an increase in mining development and plenty of rumors indicating a continuous betterment of affairs in this district, mention of which is precluded for the present.

J. M. K.

## FOR FEDERAL QUARANTINE.

Strong Expressions from North Carolina Health Officer.

The North Carolina board of health in its latest bulletin prints in full the bill introduced in the Senate by Senator Caffery, of Louisiana, providing for federal control of quarantine. The board criticises certain features of the bill, but says:

"The drift of opinion is unquestionably towards supervision and control of maritime quarantine and interstate communication by the general government. The opposition to this is based chiefly upon the fact of undue interference with rights of the States. Inasmuch, however, as this opinion, if not restricted to them, in fact, is voiced for the most part by State and municipal health officers, whose personal interests might be jeopardized, it is a question as to how much their pinion should be discounted. We yield to no man in our devotion to home rule, nor in the depth and earnestness of our conviction, which is a matter of inheritance, as well as independent judgment, that the preservation of rights reserved to the States under the constitution is of the last importance and absolutely essential to the continuance of this government as a free republic; but we realize also that certain other rights were relinquished to the general government for the manifest good of the individuel States themselves, and among these was the right to declare and prosecute war against foreign enemy. To question the neces sity for such an arrangement would be absurd. With each State in full control of its own troops, volunteers, not regulars, whose commanding officers, in some instances at least, owed their positions, not to the possession of ability and fit ness, but to personal or political power, the necessary concert of action between them would be simply impossible. That it is no fancy picture was shown by the very want of harmony between the United States and State officials in the epidemic just ended. Now, the foreign enemy, represented by the pestilential diseases, is far more to be dreaded than an army with banners. With the latter, peace can be declared, but with the former there is no peace-they never give up short of complete extermination. Year in and year out they threaten our shores, and armed with their deadly toxines, they commit infinitely greater havoc in the life history of a nation than ever comes from war in the ordinary meaning of that word. Our resistance to infec us diseases is truly a fight, and should be war to the knife, for their merciless hoards fight under the black flag and never give quarter. This being true, it is perfectly clear to our mind that it would be a part of wisdom to commit the protection of our long coast line to the United States, aiding them when need arises, with both men and treasure, and that in doing so we would, in no way, violate the constitution of our country. even as our State-rights men construe it. but we would, on the contrary, really obey it, and at the same time more effeetually protect the people."

Subscribe to the Manufacturers' Record. Price \$4 a year, or six months for \$2.

# ELECTRICITY AS POWER.

A New Era of Industrial Development for North Carolina.

[Special Cor. Manufacturers' Record.] Salem, N. C., January 29.

In 1883 North Carolina made such an exhibit at the Boston Exhibition that not only was attention outside of the State attracted to it, but the people of North Carolina were so deeply impressed with the resources of the State that they decided in the following year to hold in the city of Raleigh an exposition illustrating the entire resources of the State and also its manufacturing interests.  $\Lambda$ peculiar feature of this exposition was the rivalry manifested by the various counties exhibiting, and among all the exhibits made the award for the best exhibit was given to Forsyth county. At this time, as never before, the people the State were deeply impressed with the State's varied resources. The eastern counties represented the product of their fisheries, farms and trucking interests: the central portion of the State represented to a large extent manufacturing and the growing of wheat, corn, oats, tobacco and forage crops, with numerous specimens of timber found in the central ortion of the State, and many illustrations showing the large and undeveloped water-powers located through this sec tion, while the western portion brought to the exposition complete exhibits illustrating the large timber interests, agricultural products, pictures illustrating the fertility of the grazing lands and many specimens showing the mineral reources of the State.

This exhibit, representing within the confines of a single State everything which is found in the way of agricultural products along the entire Atlantic slope from Florida to Maine, very deeply pressed the people with the possibilities that lay at their very doors, and the tide of emigration which heretofore had been going from this State to numerous States of the West was largely stopped, The people became thoroughly convinced that nature had dealt bountifully with them and that the development of this ection and its future prosperity was as bright as that of any other section of our Union.

Another distinctive feature of th position was the fact that during the entire time it was open it was illuminated at night by electric are lights, which were a novelty to most of the visitors. Some of the manufacturers of machinery from the North made exhibits, and they have since testified that the exhibits made at the North Carolina State Exposition in 1884 brought to them more business than the exhibits made at other expositions of a more pretentious nature during that and succeeding years, and the wonderful growth of cotton industries in North Carolina, as well as the marvelous growth in other lines of industrial development, point to the fact that this exposition of 1884 was the beginning of a new industrial era for the State.

Since that period to the present time the development has been gradual and permanent, and now, in 1898, there is a new development which promises to give another impetus to the industrial development of the State which will equal, if not surpass, the impetus it received in 1884, and that is the introduction of the transmission of power by electricity, enabling the citizens of the State to utilize the almost inexhaustible power to be found in the rivers flowing from the mountains to the sea. The first, and as yet the only development of this kind in the State is now nearly ready to start in the county which in 1884 received the

premium for the best exhibit made at that time, namely, Forsyth county. The development was inaugurated in 1897 by the Fries Manufacturing & Power Co., of Salem, for the purpose of transmitting power from the Yadkin river to the towns of Winston and Salem, a distance of thirteen and one-half miles. The mechanical plans were carefully prepared by Messrs Charles R. Makepeace & Co., of Providence, R. I., and the electrical plans by Messrs. Lewis & Claffin, also of Providence, R. I.

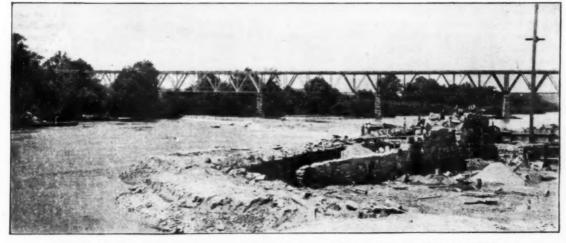
The channel of the river at this point was widened and the power-house built

chine shop, one electric-light and power station for the furnishing of incandescent and arc lights and the running of the street railway, the city water works and also a large fertilizer plant which has just located here. Other industries are now contemplating the use of this power, and the probabilities are that within a few months the present amount now transmitted will be consumed; there will remain then 1000 to 1500 horse-power for future sale and the same will be transmitted as soon as a demand is created. The price at which this power is furnished varies according to the size of the

The towns have made wonderful strides in their industrial development, and all the while have kept pace in an educational point of view. In addition to the academy, which has just been referred to, there is also in Salem a large school for the education of boys and young men, preparing them for college, while two additional schools are maintained for the education of children under State laws Winston has two large graded schools for the white race and one for the colored, and in addition to these there is now under process of construction just east of

been in continuous existence since 1802. | lar locality, the fact remains, without contradiction, that there is no other place in the State, and but few places in the South, which offer such a wide variety of industries and manufactories as we find in this community. The ability to carry on these enterprises has largely ome through the individual efforts of the owners of these plants.

> The three banking institutions, with their combined capital and deposits of \$1,500,000, are able to accommodate most of the demands that are made upon them for the accommodations needed by the With the various enterprises here. growth, however, of this electric power and the impetus which it will doubtless give to the manufacturing establishments, new fields for investment will be opened up, and we feel sure that anyone looking toward the South for investments a location for the improvement of health could not do better than visit this community and examine carefully all the advantages offered here as a place for permanent location.



SITE ON VADKIN RIVER OF POWER-HOUSE OF THE FRIES MANUFACTURING & POWER CO.

upon solid rock. This power-house is a building 36x145 feet and contains eight 54-inch McCormick wheels built by the S. Morgan Smith Co., of York, Pa., and two governors built by the Lombard Water Wheel Governor Co., of Boston, Mass. The generator-house is at the end of the power-house and will contain a 1000-horse-power generator built by the Stanley Electric Co., of Pittsfield, Mass. The dam is of solid masonry 500 feet long, ten feet high, and it is estimated that the total amount of power to be transmitted will be from 2000 to 2500

plant, but in all cases the price is reasonable, and investors looking for the location of a plant would do well to examine carefully into this location before deciding upon other points.

The towns to be supplied by this electric current have surpassed in growth the expectations of their citizens and the Where twenty years ago there public. was a community of a few thousand there is now a city of over 16,000, with paved streets, electric lights, complete systems of water supply and sewerage, manufac turing establishments for cotton and

the towns a large industrial academy, called the Slater Industrial Academy, which has been established and is being run for the advancement of the colored youth of this section. It has already opened a wonderful work for the colored people of this section, and the indications are that in the future it will be an institution which will aid materially to solve the race problem of the South. prominent feature of this school is to inculcate into the youth who attend it not only ideas of industry and economy, but also to instill into them the necessity of

## A RAILROAD'S GOOD WORK.

# Appreciation of President Stuyves-ant Fish in New Orleans.

President Stuyyesant Fish, of the Illiois Central Railroad, never goes to New Orleans without sounding a keynote of hope in the great future of that city. During his last visit there he said:

"As I have often said, this port is like the end of a funnel-the more it is opened the greater is the outpour of business. What we want to see done here is that the funnel shall be opened more and more every year. This can be done by cheapening the cost of connections between rail and water-between land and sea. The easier we railroad people can get traffic to the ships' sides, the more traffic we can handle. This is the great need now of New Orleans as we see it—a need for better connection and cheaper connection between railroads and water lines.'

Mr. Fish said that the railroad would not add to the improvements at its docks



POWER-HOUSE OF THE FRIES MANUFACTURING & POWER CO.

The present developm represents 1000 horse-power, but the buildings have capacity for another line of eight turbine wheels and another gencrator of sufficient capacity to utilize the entire water flow at this point. The electricity is generated and will be transmitted at 10,000 volts. In the town of Salem there is a sub-station from which the individual lines will conduct the electricity to the various manufacturing plants of the city. Among the plants which have already contracted for the power are two cotton mills, one grain mill, one

ool, grain mills, numerous tobacco fac tories, machine shops, fertilizer plants, wagon factories, furniture factories and many smaller industries which contribute to the support of the people and furnish employment to several hundred personal who are traveling from this point selling the product of the forty tobacco fac tories throughout the entire Union.

The casual observer, or the stranger coming here, is attracted by the antique appearance of Salem, which was founded in 1766, and presents many features of historic interest, particularly the Salem woolen mill, one planing mill, one ma- Female Academy and College, which has



INTERIOR VIEW POWER-HOUSE OF THE FRIES MFG. & POWER CO

preparations for the elevation of their own race along the lines of true citizenship by inducing colored people to buy and own their own homes, and as far as possible impress on their race by this ob ject-lesson the fact that the greatest advancement of the race must come through the development of their home life.

In an industrial point of view Forsyth county has not only led in the past, but proposes to lead in the future, and while other towns and cities of the State present a single line of business, which apparently overshadows in its volume the mount of business done in this particu-

until the franchise question is settled. He said: "We have made improvements there during the past year, but I should say that nothing more will be done until we see what the city council is going to do about the franchise on Louisiana avenue. Of course, we don't care to spend a lot of money there for nothing. situation seems a little doubtful, and I wish it were not so.'

The efforts of President Fish for the development of New Orleans's trade is deeply appreciated there. Says the New

"When we consider the friendly feel-

ing that the Illinois Central Railroad has shown for New Orleans and the great good it has done the city, it is astounding to discover that certain members of the municipal council are inclined to regard the company as an enemy of the city and autagonize the perfectly correct efforts it is now making to secure certain privileges which will give it easy and permanent access to the Stuyvesant docks-its On these docks the Illinois Central has expended over \$1,000, 000 in the construction of wharves, ele vators, sheds and other improvements, all of which have been of immense benefit to the commerce of New Orleans, as is shown in the wonderful increase of the export trade of the port in the past four or five years. \* \* \* It is to be hoped for the good of our city, which is now forging so rapidly toward a position in the front rank, that the request of President Fish for privileges which will give his road full and free access to the Stuyvesant docks will be promptly granted. because it will be nothing short of criminal stupidity, for which the people will demand a strict accounting, to deliberately turn from our doors the great trade the Illinois Central will control, by refusing to grant facilities for handling it. If the city council antagonizes the road, because of the anti-corporation views of a few of its members, then President Fish will be compelled to look to some other port as an outlet for the ever-growing export business of the Illinois Central sys-It is safe to say that the Illinois Central will, in that event, either lease a line into Mobile, which will be more than willing to grant it all the privileges and franchises it may desire, or build the projected road from Brookhaven, Miss., to Mobile. Should this be done, it is safe to predict that a great many of our wharves which are now hives of industry, will be come the abiding places of rats, bats and owls.

Alluding to the significance of the visit the New Orleans Times-Democrat SHYS

"The railroad has proved friendly to New Orleans—one of the best friends it has ever had. It inaugurated a few years ago, under the presidency of Mr. Fish, a new policy, aiming at making itself a north and south line from the great lakes and the Northwest to the Gulf, and exporting the produce of these sections through a Gulf port. New Orleans its terminus, and has been working ever since to increase the busi ness, both export and import, through this city. It has increased its tonnage in and out of this city sixfold in the last ten years, and it has made great improve ments and expended large sums of money to handle this business. It necessarily needs greater facilities, an increase extension of the privileges it enjoys, from the city. We know that if it gets these facilities it can still further increase its business, and we know that this in crease will benefit New Orleans. Under such circumstances it is most unfortunate that some of 'the city fathers should assume an unfriendly, if not semi hostile, attitude to the railroad, though it was an enemy invading New Orleans, endeavoring to capture or carry off the property of the city, asking what it did not need and ought not to have.

And the New Orleans Picayune says "President Fish has proved himself a strong and devoted friend to New Orleans, and his railroad is a most it tant factor in the trade of this city. He and his road should have all the consideration that his friendship and his road's importance can command.

Subscribe to the Manufacturers' Record. Price \$4 a year, or six months for \$2.

# COMMERCE.

This department is devoted to a record rapidly developing co Southern ports.

## Cotton and Iron for Japan.

The steamship Indrani has been char tered to load a complete cargo of Southern products for Higo and Yokohama She will load 2000 bales of cotton, also a quantity of Alabama iron, at Mobile, and will add about 10,000 bales at New Orleans. Commenting upon this shipment, the New Orleans Times-Demo crat says:

"It is the destination of this carg which particularly attracts attention. and is worthy of notice. Cargoes of 10,000 bales of cotton are mough from this port, but this is the first time that room has been engaged for a cotton cargo direct to Japan from a Southern port. Japan has this season taken considerable cotton from the Southern States, and particularly from Texas; but so far all of it has been exported via Pacific coast ports. It is now proposed to load the cotton direct for Japan at a Gulf port and make the entire haul by sea. Evidently the all-sea route offers inducements in the way of cheaper freights than does the overland rail route, supple mented by sea transportation from Pa cific ports, and the agents of the vessel, William J. Hammond & Co., state that it is the intention of the promoters of the enterprise to maintain for the future regular service between New Orleans and Japanese ports.

"This shipping of cotton and iron to Japan shows that there is a new market opening up to the products of the South Iron is needed in Japan to meet the de mands of the constant expansion of in dustrial enterprises in the Mikado's em pire, and cotton mills of that far-off coun As long as Japan imported her cot ton from Pacific ports the business tracted but a moderate degree of aften tion, and was not given the importance it deserved; but now that the enterpris ing Japanese buy direct in Southern markets and ship their purchases from Southern ports by a direct all-sea route the fact becomes apparent that at no dis tant date Japan is to become a rival of the European countries in Southern mar kets for its cotton supplier

# Export Coal Business.

The export coal business from Mobile und Pensacola has reached such propotions that the Louisville & Nashville Railroad Co. has been obliged to increase its train service considerably. The coal which is from the Alabama mines, is be ing shipped principally to Mexican and Central American ports. Coal dealers a Mobile have had such a demand for bunker coal for steamship fuel that it is stated several foreign orders could not be taken. This indicates the demand for shipment by water

# Warehouses in Foreign Countries.

One of the features of the recent n ing of the National Association of Man ufacturers in New York was a paper on Warehouses for American Goods," read by Theodore C. Search. In the paper Mr. Search referred to the value of exhibition of samples when prop erly prepared and arranged. He be lieved that such warehouses would enable buyers to examine the actual American products and to obtain all desired information about the goods and to compare them with those of other countries. They would afford a continuous display of sam ples under the most favorable conditions

they would also be used as bonded storehouses. Through these warehouses the American salesman could also be made familiar with the foreign method of doing business, foreign trade conditions, etc.

## Successful Cattle Shipment.

Capt. J. C. Borden, president of the Borden & Borden Live Stock Co., has received a letter from Messrs. R. S. Barrie & Co., brokers for the T. C. Eastman Co. of New York, says the Galveston News, stating that the cattle which the Borden Company shipped from Galveston on the Lone Star steamer Menemsha on January 16 had been weighed fourteen hours after being unloaded from the ship. The result shows that they lost ninety-two ounds a head in gross weight. Captain Borden says this demonstrates that the shipment was in every way an emine cess. The cattle lost forty-seven and one-half pounds a head in the 250 miles from Temple to Galveston, and only ninety-two pounds each in the 2000 miles from Galveston to New York. He says he believes that they lost nothing in net weight. Cattle shipped from Texas to Chicago lose about 150 pounds each. Texas is improving on the feeding of cattle, says Captain Borden, and beef is being produced that will equal that of any other State. It having been demon strated that shipments can be success fully made from Galveston to New York, he believes that the industry will be ben efited.

## Port Arthur to Europe.

The European export busin Kansas City, Pittsburg & Gulf Railroad Co. was inaugurated on January 29, when, according to a telegram to the Manufacturers' Record, a steamship loaded with Northern and Western prodnets left Sabine Pass for Liverpool, Eng land. The Drumelzier, which is the first ressel of the steamship line between Port Arthur and Europe, contained 5000 tons of miscellaneous freight, which included a large quantity of boxed meats and other provisions from Kansas City packing houses, flour, cornmeal, cotton, and spelter from Western furnaces. the cargo was hauled to Port Arthur in a solid trainload from Kansas City. The beginning of this export traffic has been awaited with much interest by investors in the railroad, both in this country and Europe. It is understood that the railroad company has made contracts which will insure an extensive foreign business In a previous issue of the Manufacturers' Record the new line between Port Arthur and Mexico was referred to, also that the company had secured a contract to carry at least 1800 tons of freight monthly from the United States to the Republic

# To Remove Sandbars.

The numerous sandbars on the Mississippi river have been a detriment to navi gation for many years, and often during a low stage of the river they have been the cause of a suspension of navigation iltogether, says the Louisville Courier-Journal. The United States government has taken the matter in hand, and now proposes to improve the condition of the Mississippi by means of decageboats which will cut out channels through bars and obtain a depth of water that will insure navigation at the lowest stages of the river. Consequently, several months ago the government, through Mai, Thos. H. Handberry, United States engineer at St. Louis, gave Capt. Ed Howard, of Jeffersonville, a contract to build two immense dredgeboats for use on the Mis sissippi river, each dredgeboat to be accompanied by forty pontoons, and all to be built of the best steel. Accordingly, for the development of business, while Howard put a large force of experienced

men to work on the big job in his mammoth steel plant, and one of them-No. 3—has been completed, as have been also the pontoons. The other-No. 4-will be finished in five or six weeks.

## To Aid French Exports.

John C. Covert, United States consul at Lyons, writes to the State Department that the French ministers of com nerce and finance have just submitted to the French Parliament a draft of a law creating a national bureau of foreign mmerce, the object of which will be to stimulate the export trade of the country. The demand for this new bureau is based upon the ground that other countries are making inroads upon French trade, even in the colonies of France, and that a comparison of what France sells to several nations with what she buys from them shows an unfavorable balance. The Paris Chamber of Commerce will provide quarters for the new bureau. that it may be easily accessible to its members, but it will be under the direction of the minister of commerce.

# Jottings at the Ports.

Of more than ninety vessels that came to Baltimore in January fifty-five loaded grain alone. Three steamers carried caroes of rye to Norway,

That the steamship Managua which ailed recently from Mobile for Central America carried a good freight list for Belize, British Honduras, is held to be an indication of the conversion of the people of that country to North American goods.

The Texas Star Flour Mills' steamer Gyller has sailed from Galveston for two ports in Cuba and three ports in Porto Rico with a full cargo of flour, After that she will go to Mexico. She will make two trips to Havana from Mexico with cattle.

A recent shipment of live sto made from Galveston to New York by water with much success. This is stated to be the first cargo of the kind ever sent from the Southern city to the metropolis, and it is expected to be the beginning of an extensive trade of this kind.

The new fruit steamship Alabama which has been built in Norway especially for the Mobile fruit trade, is a 13-knot boat and has been chartered by the Orr & Laubenheimer Company, Limited. It s said that she will have a capacity for 30,000 bunches of bananas.

A schooner recently arrived at Galveston, Texas, with a cargo of asphalt for Kansas City, Mo., to be used for paving The vessel was londed at the Island of Trinidad, and it is understood this may be the beginning of another branch of commerce of which Galveston will receive the benefit.

# Inspected Port Chalmette.

The New Orleans & Western Railroad property at Port Chalmette, La., has tracted the attention of a party of Philadelphia and Cincinnati capitalists who have recently visited this place. include S. G. Leeper, president of the Investment Co. of Philadelphia; R. H. Ruston, of the Fourth Street National Bank, in the same city: H. W. Dick, of Dick Bros. & Lawrence, bankers, and President Samuel Hunt, of the Ohio River & Charleston Railroad. Several of the party are extensive stockholders in the latter railroad.

The Baltimore Journal of Comcelebrates its forty-eighth annual edition by an issue containing interesting statistical information about the trade and commerce of Baltimore.

# RAILROAD NEWS.

[A complete record of all new railroad building in the South will be found in the Construction Department.]

## SOUTHERN IMPROVEMENTS.

Relaying of Track-New Rolling Stock and Additional Shops, etc.

In addition to the marked activity in the construction and promotion of new railroad lines in the South the Manufacturers' Record has received information showing that the older companies are carrying out extensive plans for improvements during the present year. The improvements include the relaying of tracks with heavier rails, the purchase and construction of additional rolling stock, in spite of the large quantities added by the Southern companies in 1897, and construction of new shops.

While it is impossible to estimate the amount of money which will be expended in the aggregate by Southern companies in this direction in 1898, there is no doubt but what it will be very large. The improvements indicate the policy of the various railroad companies in the South to keep their several properties up to a high standard, also illustrate their excellent financial condition, which enables them to make such an outlay.

The following letters indicate the improvements planned and being carried out:

F. S. Gannon, vice-president Southern Railway:

"Contemplated improvements on the Southern Railway in 1898 are as follows: Eight steel viaducts of various lengths, seventeen plate girders, seven spans of truss bridges; total length, 5000 feet. The estimated cost of these bridges is about \$165,000. We shall probably relay about 100 miles of line with new steel rails, the value of which will be about \$200,000, not taking into consideration the credits of rail taken up. The cost of the new rail, after taking credit for that taken up, will be something over \$100,000. We shall probably erect about fifteen station buildings at a total cost of about 842,000,"

E. St. John, vice-president Scaboard Air Line:

"We have already contracted within the past two weeks for five heavy freight locomotives and two switch engines, and the contract was awarded to the Pitts-burg Locomotive Works, they being the lowest bidders. We have commenced also the building of box and flat cars for our necessities, the number of which combined will be about 500. We have I relaying during the past sixty days about twenty miles of track with 68-pound steel, purchased from the Pennsylvania Steel Co. During the spring and summer additional improvements are contemplated in connection with depots and other buildings. We are engaged at this time in improvements at Gaston, which will reduce the grade and curvature at that point, substituting a new line now being built. This work is extensive, and it will be impossible to complete it under two or three months, but when completed, will be of much benefit to the company, as well as to the public. There are improvements contemplated in terminals at one or two points, the details of which at present I am unable to give you.

John M. Egan, vice-president Central of Georgia Railway Co.:

"We have already purchased one locomotive this year from the Baldwin Works for use on our narrow-gauge railway. We cannot say at the present time whether or not we shall find it necessary to purchase any more this year. We expect to construct during the year 200 new box cars. These will be built at our own shops, and the material for same has already been purchased or contracted for. We cannot say what amount of rails we shall purchase, if any, but if we decide to purchase any, they will be 80-pound steel rails. We have all the shop and yard 100m that we require. We are rearranging our yards in some places and are rebuilding our shops at Macon which were destroyed by fire last fall. The new machinery required in these shops has already been purchased."

J. R. Kenly, general manager Atlantic Coast Line:

"The only thing we now contemplate in the way of improvements is the construction of one hundred (100) box cars, which we will probably build at our own shops during the next six months."

S. B. Fisher, chief engineer Missouri, Kansas & Texas Railroad:

"The only improvements which are contemplated by this company during the coming year which I deem of sufficient magnitude to mention to you is the relaying of 100 miles of new 66-pound steel rail. We are rebuilding quite a number of bridges. We are replacing, north of Texas, nine bridge spans with new steel, costing about \$70,000. We are also building, to be completed the present year, new car shops at Sedalia, Mo., costing \$150,000."

Charles S. Churchill, engineer Norfolk & Western Railroad Co.:

"We will lay about 120 miles of new steel rail in 1898, using 85 and 75-pound rail. The new rail is now arriving. No special important improvements on hand, except some second tracking between Ada and Bluefield, which is now under construction and which will be completed in about three months,"

The New Orleans & Northeastern Railroad Co. has purchased 5000 tons of steel rails for the purpose of improving its lines in Louisiana and Mississippi.

The Mobile & Ohio Railroad Co. has made contracts for 1000 freight cars, 10,-000 tons steel rails and ten locomotives.

The Southern Pacific has ordered 100 ballast cars for improvements along its line.

The Florida Central & Peninsular has decided to add 250 freight cars to its equipment for fruit business.

The Louisville & Nashville Railroad Co. will equip 12,000 of its freight cars with air brakes as soon as possible.

The Atlantic, Valdosta & Western Railrond Co. has purchased sixty freight cars and three passenger cars for use on

The Cincinnati, New Orleans & Texas Pacific Company has given out contracts for 500 freight cars for use on its various divisions.

If sanction is received from the courts the Baltimore & Ohio Railroad Co. has made arrangements to secure the freight cars which, as stated in the Manufacturers' Record several weeks ago, were desired. Arrangements have been made to obtain 3000 of them from the Pullman Palace Car Co. at a rental of 10 per cent, of the purchase price annually two years. The arrangement pro vides that interest is to be charged on the amount due outside of the rent. The company has the privilege of paying in full upon any date when the rental falls Tributary companie cars, on which the B. & O. merely pays mileage as rental.

# The Commission Answered.

The Southern Railway Co. has recently filed an answer to a notice of the North Carolina railroad commission, to show cause why its freight and passenger rates in the State should not be reduced. Just at this time when the question of transportation rates and the position of railroad companies is attracting so much attention the answer is of special interest. It is as follows:

"The rates of passenger fare on the Southern Railway in the State of North Carolina are below the average in the United States, are fully as low or lower than in the neighboring States, and as low as they are in any other State of equal density of population.

"The facilities afforded to the citizens of North Carolina in respect to means of transit within the State are fully equal to, and in many instances far superior those enjoyed by other States of equal relative population. These facilities have been largely improved in amount and are nuch superior in quality as compared with those enjoyed in years previous, and that they are afforded to the citizens of North Carolina without due remunera tion to the carrier, and, so far as the purely local facilities are concerned, are furnished at less than the actual cash cost to the railway company, and that the only means by which the Southern Railway Co. is able to thus furnish them and look solely to the future for its possible return is the fact that consolidation into ne large system has produced for the benefit of the company as well as the citizens of North Carolina a large volume of through interstate traffic sufficient to enable it to sustain temporarily the los in connection with the local traffic.

"The security-holders of the Southern Railway Co, are not now receiving, and at no time have received, a fair and reas onable return upon the cash investment: made in the properties, and the lease for a long term of the North Carolina Railroad and the consolidation into the Southern system of the East Tennessee Virginia & Georgia have been the means of sending through the State large volumes of traffic which theretofore passed over lines largely outside of the State. This increased volume of traffic through the State has rendered necessary large cash expenditures upon the lines of the Southern Railway Co. in the State, including largely-increased shop facilities. with a large permanent increase of popu lation in connection therewith, large : ditional expenditures upon roadway, stations and bridges and a large increase in the permanent train forces constantly employed in the movement of the traffic.

"Under these improved conditions there has been a material reduction in the rates for passenger fares within the State since 1885, and that these rates are now as low as can be reasonably expected.

"The loss to the Southern Railway Co., should further reduction be made, would be so serious as not only to interfere with future enlargement and improvement of the facilities now afforded, but to require their immediate curtailment and possibly permanent impairment to the great detriment of the material welfare and development of the State."

# Queen Anne's Railway Completed.

The completion of the Queen Anne's Railroad gives Baltimore a new short route to the Atlantic coast and connects the city with one of the richest agricultural territories in the United States. This road, which is sixty miles in length, extends from Queenstown, Md., to Lewes, Del., forming nearly a straight line across the peninsula east of the Chesapeake bay. Connecting with a fast steambout service, passengers from Baltimore are taken to the terminus within five hours. This time, however, will be considerably shortened in the spring, as it is intended to make the road a popular route for pas-

sengers to Rehoboth Beach, Cape May and other summer resorts.

The company building the road is composed almost entirely of Baltimoreans, and was organized largely through the efforts of Mr. William H. Bosley, of the banking firm of John S. Gittings & Co., Baltimore. Mr. Bosley is also president of the Suffolk & Carolina Railroad and the Pensacola Street Railroad Co. From the time contracts were let construction has progressed steadily, with the excepof one or two short intervals caused by litigation. It is believed that a large amount of the fruit and vegetable business which hitherto has gone to Philadelphia from Delaware and Maryland will come to Baltimore by reason of the facilities offered by the Queen Anne's Railroad, while the grain business will also form an important item in its traffic.

The officers and directors of the company are as follows: William H. Bosley, president; John S. Gittings, vice-president; Isaac W. Troxel, general manager; Arthur Woolford, superintendent and auditor; C. C. Waller, general freight and passenger agent; Robert W. Smith, treasurer; W. W. Busteed, secretary; Wesley M. Oler, John S. Gibbs, David Ambach, Jordan Stabler, Basil B. Gordon, Henry C. Matthews, Dr. Charles H. Tilghman, Frank Ehlen, Dr. Hiram R. Burton, L. L. Layton, Hon. John F. Saulsbury and Philip L. Cannon.

## Georgia & Alabama Earnings.

The last statement of the Georgia & Alabama Railroad Co., issued by Messrs. John L. Williams & Sons, of Richmond, is of much interest, covering, as it does, important periods in the history of the line. It is as follows:

Increase in gross earnings 1897 over 1896, \$33,658; 39 per cent. Increase in mileage, 96 miles; 26 per cent. Increase in gross earnings, per mile, 10 per cent. Increase in net earnings, per mile, 36 per cent. The interest charges for December, 1897, on first mortgage preference consolidated bonds outstanding amounted to \$20,266. Rentals, \$5159. Total fixed charges, \$25,425. Surplus over fixed charges for the month, \$17,257.

The actual gross carnings for the first six months of the current fiscal year and for the calendar year 1897 have been as follows:

Average mileage , 487 , 1896 , 1895 , 488 356 274 July I to Dec. 31 , 8632,983 8522,830 8279,820 Average mileage , 454 329 287 Jan. 1 to Dec. 31.81,129,625 \$866,061 \$495,476

The approximate gross earnings for the three weeks ending January 23, 1898, on 458 miles operated, amount to \$73,905, against \$64,090 same period last year on 450 miles then operated. Increase in mileage, eight miles, or 2 per cent.

# Tribute to H. B. Plant.

In no direction has the hand of improvement made itself more distinctly felt in South Florida than the gradual and radical change for the better brought about by the development of the great transportation lines that have made the State what it is today. Fifteen years ago this section was almost a terra incognito to the average tourist, who sought, winter by winter, either in the foothills of Southern California or along the vine-clad slopes of the Riviera, the genial climatic conditions that might easily have been found nearer home.

No factor has played in this problem of development a part more important than that enacted by the famous Plant

system. Fifteen years ago the total railroad mileage of the peninsula was but 175. Today Florida ranks sixth in this direction. Fifteen years ago South Florida was a wilderness, given over to the cowboy and plume hunter. Its "cities" were unborn and its "towns" were little more than cross-roads settlements. To day, thanks to the well-directed efforts of such public benefactors as H. B. Plant, the entire Southern peninsula prepicturesque panorama of verdant orange groves, rapidly recovering from the effeets of the "big freeze," of thriving truck farms and prosperous towns and villages.-Tampa Herald.

## New Hotel at Nassau

It is announced that Mr. H. M. Flagler, who has been such an important factor in the development of Eastern and Southern Florida, and who was instrumental in building the Florida East Coast Line of railroad to Biscayne bay, has purchased the Victoria hotel property at Nassau in the Bahama Islands and intends carrying out extensive improv menta. It is stated that a new hotel, with at least 340 bedrooms, will be erected, to be conducted on the san as the famous winter hotels in Florida. As already stated in the Manufacturers Record, a steamship line is now in operation between Nassau and Miami, Fla., which is the Florida East Coast railroad terminus, by which passengers from the North can be transported to the Bahamas by a much shorter route than has previously existed. Nassau is one of the most important resorts off the Atlantic coast, and the improvements to be made by Mr. Flagler will doubtless increase tide of winter travel, not only to the Bahama Islands, but to Florida as well.

# Adjunct to the St. Louis Southwestern

According to a dispatch from Beau mont. Texas, the Gulf. Beaumont & Kansas City road, which was built in Southeastern Texas, between Beaumon and Kirbyville in 1895, is to become an important adjunct to the St. Louis South western system. It is reported that a contract has been let for a road which will connect these lines. By this move the St. Louis Southwestern will reach a number of important towns and pene trate the extensive timber territory in the portion of the State referred to. The Gulf, Beaumont & Kansas City is fiftytwo miles long and one of the most pro perous railroads in the country. Its stock is largely held by Boston capitalists.

# Mobile & Ohio Earnings.

The announcement of the dividend declared by Mobile & Ohio has attracted considerable attention, as it shows the large earnings of the company during the last six months. The net earnings for this period were \$817,540, an increase of \$53,000 over 1896, notwithstanding the loss to the company from quarantine and other restrictive measures in the fall of 1897. After deducting interest and other charges, amounting in all to \$573,-000, a balance was left of \$244,000, out of which a dividend amounting to \$53,-206 was declared. The company has no floating debt whatever.

# Norfolk Railway Improvements.

The Norfolk Street Railway Co. has given contracts for twenty new cars for service on its line. The St. Louis Car Co. will construct the upper portions, while the Baltimore Car Wheel Co. and Johnson & Co., of Lorraine, Ohio, will build the trucks. Some time ago the Manufacturers' Record contained an interview with one of the present company,

in which it was stated that a number of important improvements were contemplated to the system. This is the first to be introduced.

# A Hospital Car.

The Missouri, Kansas & Texas Railway Co. has adopted plans for a hospital car for the benefit of the employes of the line. The car is intended to carry disabled men from the Texas division to the company's hospital at Sedalia, Mo. It will contain an apartment for a physician, stocked with a supply of medicines, also an assortment of surgical instruments, besides having the necessary accommodations for patients.

## To Sell a Railroad.

Judge Wickes, of the Circuit Court at Baltimore, has signed a decree for the sale of the Columbia & Maryland Railway under the first and second mortgages, dated June 1, 1897.

## Railroad Notes.

F. B. Teachout has been appointed soliciting agent for the Seaboard Air Line at Nashville, Tenn.

R. E. L. Montgomery has been appointed manager for the Southern Express Co. at San Antonio, Texas.

The Mobile & Ohio Railroad Co. announces special rates to the carnival to be held in Mobile on February 21 and 22.

W. F. Coachman has been appointed assistant general freight agent of the Florida Central & Peninsular Railroad.

The name of the Southeastern & Atlantic Railroad, now being built in the suburbs of Portsmouth, Va., has been changed to the Norfolk & Portsmouth Belt Line Railway.

The following appointments are announced by the Seaboard Air Line: H. R. Norville, commercial agent, 371 Broadway, New York, and J. G. Cantrell, general Western agent, at St. Louis.

It is announced that the Plant System will open for operation the Southwestern Alabama Railroad between Dimmicks and Enterprise, a distance of eighteen miles. This is the line being constructed between Newton and Elba, Ala.

A dispatch from Richmond, Va., announces that negotiations are under way for the consolidation of the street railway lines of that city. They are controlled by the Richmond Traction Co. and the Richmond Railway & Electric Co. Several conferences for this purpose have recently been held.

The Aberdeen & Rock Fish Railroad Co. has built its extension of eight miles in North Carolina, and in a letter to the Manufacturers' Record President John Blue writes that the country which it traverses offers excellent opportunities for investors and would-be settlers. The road now terminates at Raeford, N. C.

The Illinois Central Railroad Co. has secured a contract to move a large quantity of freight destined for the Klondike region. It consists of machinery and other material for two steamboats, and will require forty cars. The shipment goes by way of Illinois Central to New Orleans, thence to the Pacific coast by the Southern Pacific system.

Some idea of the attention that the Baltimore & Ohio Railroad is now paying to its passenger traffic may be gained from the fact that during the past eighteen months nearly 800 passenger cars received repairs, 696 being repainted. Nearly all of the equipment is now royal blue, and most of it is equipped with Pintsch gas, the Pintsch light being used on local as well as through trains.

# TEXTILES.

[A complete record of new textile enterprises in the South will be found in the Construction Department.]

Correspondence relating to textile matters, especially to the cotton-mill interests of the South, and Items of news about new mills or enlargements, special contracts for goods, market conditions, etc., are invited by the Manufacturers' Record. We shall be glad to have such matter at all times, and also to have any general discussion relating to cotton matters.

# FOR A TEXTILE SCHOOL.

## Mississippi Newspapers Deeply Interested in the Project.

The newspapers of Mississippi are taking a lively interest, in the proposed textile school now being discussed by the legislature. The Aberdeen Examiner says:

'We cannot see how any member of the legislature can find it in his heart or mind to oppose the proposed appropriation of \$25,000 for the establishment of a textile plant for the manufacture of cotton goods at Agricultural and Mechanical College at Starkville. In the first place, such a plant will not only educate our boys on the all-important line of cotton manufacturing, but will create an inter est and love of the industry among them and send them all home, not only as mis sionaries of the new dispensation, but as experts prepared to take charge of cotton mills; and, in many instances, these boys will represent parents ready and able to embark in cotton manufacturing under the supervision of their sons. In the sec ond place, a \$25,000 plant represents a considerable cotton factory, and we have o doubt but that it would not only be self-supporting from the outset, but a ource of large revenue to the college, and in a few years develop into an extensive establishment. In fact, an appropriation of this kind will be in no sense a gift or expenditure, but the wisest kind of an economic investment, twofold in its influence and bearing, being a great educational movement on the one hand, and the devoting of capital to most profitable use on the other. There is not a single argument that can be urged against this proposition that is sound or tenable, that has not been refuted by the world's experience. The Neshoba Democrat says: "The

South is destined to become the great nanufacturing center of cotton fabrics, and the movement of capital invested in Northern mills South is increasing yearly, and it is only a question of a few more vears when cotton goods will be manufac tured at the cotton fields in the Southern States. In this change New England will sacrifice one of her leading industries. while it will open new avenues of wealth in the South and will furnish profitable employment to a great part of our population, provided our citizens are versed in the art of manufacturing. And the object of the textile schools is to prepare ur boys and girls for service in this w which by nature belongs to them. And without such institutions in the South Northern factory hands will follow Northern capital Southward and fill places and positions in factories that naturally belong to our own people. The establishment of such an institution in Mississippi is a progressive step in the right direction, and he who opposes the enterprise opposes the interests of the laborng people of the State."

The Magnolia Gazette says: "The mills now operating in the State are all doing well, giving employment to thousands of people and paying handsome dividents. The people seem to have sufficient money to establish such industries," the covering almost entirely off. Some of the bales are known as 'cauliflower heads,' because of their likeness to huge cauliflowers. There is an enormous loss both to the American shipper and to the British consignee through the present de-

but there is not enough skilled labor in the State to justify the investment. This textile school, if established, will supply this deficiency, and in a few years there will be plenty of young men, born, reared, educated and trained in our own beloved Mississippi, competent to take charge of such plants, and numerous yarn and thread mills, cotton and woolen factories, will spring up all over the State, as the natural result of such training. No better experiment could be made than the enactment of such a law. Let us try it by all means."

## Lowell Textile School.

Christopher P. Brooks, director of the owell Textile School, has prepared for the sixty-first report of the Massachusetts board of education a study of textile eduention in Massachusetts and Europe. He discusses at length the textile schools of Europe, their support, the varieties of their control and management, fees, the class of students and the value of the education given. He then describes the Lowell institution. Its object is to give instruction in the practical knowledge necessary in the cotton, woolen, worsted and other textile industries, in science and art as applied to these industries and in the processes and methods for the purose of improving any special trade or of introducing new branches of industry. It has now 254 students, of whom 236 are from Massachusetts and four from the South.

# TESTED IN LIVERPOOL.

## Consul Boyle Writes of the New Cylindrical Bale.

In a report to the State Department, Mr. James Boyle, United States consul at Liverpool, writing of cotton baling and cotton fires, says, according to the Washington Post:

"Recently, on invitation of the Euroean representative of the American Cotton Co., who control the cylindrical-bale system, I inspected a shipment of cotton baled by them. The bales were received warehouse in perfect condition, and I learned that there was no loose cotton in the hold of the ship from these bales, nor was there a single case of 'no marks.' One of the most annoying featares of the old system of baling is that the jute covering of a number of the bales becomes so torn that marks indicating the place of origin, the quality and the signee are absolutely undecipherable. Sometimes the percentage of 'no marks' is as high as 5 per cent. of the total cargo. Under the rule of the Liverpool cotton trade, the 'no mark' bales are divided pro rata among the various consignees of the entire cargo. The loose cotton found in the hold of the ship and in the warehouse consequent upon handling is also divided in this manner.

"As may be easily imagined, this system, while the best possible under the circumstances, is often very unsatisfactory, and especially so when cotton below sample is among the 'no mark' bales. It is noted here that the American manufacturers have started an agitation for an improvement in the baling of cotton. but it must be admitted that their grievance is a small one compared with that of the British cotton brokers and spiners. The coarse jute covering is nearly always torn, and, in a large percentage of the bales, one-third or one-half of the otton is exposed, and many bales have the covering almost entirely off. Some of the bales are known as 'cauliflower heads,' because of their likeness to huge cauliflowers. There is an enormous loss both to the American shipper and to the

fective system of baling, as much of the cotton becomes loose, and a great deal of the outside of the bales gets damaged. Cotton brokers, spinners, insurance men and ship-owners here all unite in declaring the urgent need of an improved system of baling. As to whether the cylindrical bale fully meets the requirements of the trade, I am not prepared to say. Certain it is, however, that the cylindrically-baled cotton consigned to Liverpool arrived in perfect condition, there not only being no loose cotton, but not a single case of 'no marks.'"

"One of the strongest claims put forward in behalf of the cylindrical bale," writes the consul, "is that it is much less likely to catch and hold fire than the old style American bale." Some tests have recently been made in Liverpool, and the results of them upheld this point.

## Shepperson's Cotton Facts.

The latest edition of "Cotton Facts," by Col. Alfred B. Shepperson, of Nev York, shows the valuable results of his intention to present to all persons interested in the great staple fresh and accurate facts, with new features added as the occasion may demand. It continues to the close of the season of 1896-97 all the statistics contained in previous is sues and brings some of the statistics of the American movement down to November 15, 1897. Some of its other features are a description of the nev cylindrical bale, with a comparison of this new method of baling and the old one; statements of the cost of producing cotton, a new table showing the quantity of American cotton brought into sight and the quantity taken by spinners monthly since 1890, information about the consumption in this country of Egyp tion and Peruvian cotton, discussion of the relations of the price of silver and wheat and a comparison of the prices of silver and cotton.

# A \$200,000 Cotton Mill for Georgia.

It is proposed to form a company com posed of the stockholders of the woolen mills located at Rossville, Ga., Sweet water, Knoxville, Charleston, Cleveland and McMinnville, Tenn., for the purpos of erecting a large cotton mill. The plant will be located at Rossville, Ga., cost about \$200,000, at which sum the com pany will be capitalized, and will employ several hundred hands. Plans have been prepared for the main building, to be a structure 500x110 feet in dimension, two stories high, and cost about \$25,000. It is the purpose to install 10,000 spindle the start, to be soon increased to 15,000 spindles. Messrs. W. A. Campbell and John A. Campbell, of Chattano Tenn., are the prime movers in the enterprise.

# Hopeful for Cotton.

To Textile America of this week Col. Alfred B. Shepperson, of New York, con tributes an article pointing out the hop ful features of the cotton situation. He believes that last year's crop was the largest ever grown. He finds encourage ment in the increased takings by American mills and the increased exports. does not regard the New England strike as a factor affecting the present or future price of cotton. Another favorable fact is, that while the receipts of cotton to this date have been 484,000 bales more than those in 1895, the greatest crop next to that of 1897, the visible supply is 506, 000 bales less.

# The Cotton Movement.

Secretary Henry G. Hester, of the New Orleans Cotton Exchange, in his report for January 28 shows that the amount of cotton brought into sight to date was 8,475,915 bales, an increase of 1,435,878 over the same period of last year. Exports were 4,604,687 bales, an increase of 487,514. Takings by Northern spinners, 1,539,038 bales, an increase of 372,561, and by Southern spinners, 556,092 bales, and increase of 105,839 bales.

## Textile Notes.

Mr. W. J. McDaniel, of Sulphur Springs, Texas, is endeavoring to organize a \$50,000 stock company to build a cotton and woolen mill.

The Georgia Mutual Colony Association of Augusta, Ga., will arrange at once for the establishment of a knitting mill at Belsir Station, near Augusta.

Messrs. J. A. Carroll, H. D. Wheat, F. G. Stacy, L. Baker, J. G. Wardlaw, S. L. Cutting and J. Q. Little are organizing a stock company for the erection of a carpet mill at Gaffney, S. C.

A movement is on foot at Winder, Ga., for the erection of a cotton mill, and endeavors will be made at once to organize a stock company. Col. R. B. Russell, R. L. Carithers, W. H. Bush and others are interested.

The West Huntsville Cotton Mills, of Huntsville, Ala., will put on a night force of operatives and run day and night in order to keep up with orders. A number of tenements will be built to accommodate the additional operatives. The company now employs 125 hands.

The annual meeting of the stockholders of the Atherton Mills, of Charlotte, N. C., was held during the week. This company paid its regular semi-annual dividend of  $3\frac{1}{2}$  per cent. January 1. The following directors were elected for the ensuing year: Messrs. R. M. Miller, Jr., A. G. Brenizer, George L. Krueger, A. S. Tompkins, George W. Hebard, E. W. Thompson and D. A. Tompkins.

Mr. W. S. Walcott, president of the New York Mills, New York Mills, N. Y., writes to the Manufacturers' Record regarding the report that he and associates will build a large cotton mill at Rockmart, Ga. Mr. Walcott says that the limit of the activity of himself and associates has been to option several tracts of land with a view of erecting a moderate-sized factory in the near future; but no contracts have been made or any definite conclusions reached in the matter, and the statements which are current are therefore premature.

The annual meeting of the stockholders of the Sutherland Manufacturing Co., of Augusta, Ga., was held on January 27. Reports of the officers showed the affairs of the business to be in profitable condition and a semi-annual dividend of 3 percent. was declared. Some reference of additional machinery to be installed was made, and the step will probably be taken soon. William T. Davidson, Augusta, was re-elected president; Edward H. Coates, Philadelphia, Pa., treasurer, and John M. Head, Augusta, manager. The old board of directors was re-elected.

# Working for Houston.

In a letter to the Manufacturers' Record Mr. Tom Richardson writes with enthusiasm of the organization of Houston, Texas, of which he is the energetic and progressive secretary. He says:

"The Houston Business League is in better shape today than at any other time in its history, and will make an active campaign in behalf of the city of Houston, the State of Texas and the general development of the South."

Representatives of Georgia in Congress are seeking to have a government assay office established at Dahlonega.

# COTTONSEED OIL.

This department is open for the full and free discussion of trade topics and practical questions, and contributions are invited from men who are identified with this industry. Items of news are always acceptable.

## The Market for Cottonseed Products.

New York, N. Y., February 1. The cotton-oil market for refined is dull and weak, the export demand, as well as domestic needs, being of a nominal character solely. The weakness in prices is not due, however, to natural cau with the liquidation of February longs, former conditions will be probably re stored. While the market is easier, ocean freights have taken an upward turn, thus tending to modify the views of shipper with regard to what might, under other conditions, be regarded as low prices Crude at this market, as well as at the mills, is firmer, 19 cents being refused for The conditions South have not been materially dis turbed, holders generally having confi dence in the future, notwithstanding that the slight decline in refined here was for the purpose of affecting the price of crude at the mills similarly. Sales at Southern shipping points are reported dull, Galves ton offering prime summer yellow at 22 to 221/2 cents without business. Crude at the mills has been taken up freely Northern and Western refiners. During the week important sales of crude were made at Atlantic coast points at 16 cents although a local refiner asserts purchases have been made at 15½ cents; 16 cents is the quotation, however. It would appear that the threatened prohibitive duty on cotton oil by the French government will not come to pass, seeing that such a meas ure would not only prove harmful to the American producer, but also to the French producer and manufacturer. Higher-priced oil in France would un doubtedly place French exporters of pre pared oils at a disadvantage with regard o competition in Southern Europe gen erally. Lard remains firm at 4.871/2 cents Chicago, May delivery, although higher quotations have obtained since our last Tallow is dull, with nothing new to report, 3 11-16 cents being the quotation The following are closing quotations Crude, 1834 to 19 cents; crude, loose, f. o b. mills, 151/4 to 161/2 cents; summer yellow, prime, 22 to 221/2 cents; summer yellow, off grade, nominal; yellow, butter grades, 251/2 to 28 cents; white, 241/2 to 25 cents; winter yellow, 28 cents; salad oil, 28 to 29 cents, and soap stock, ½c. to %c. per pound. As exporters are prac tically out of the market, shipments for the week have been light, while receipts were also light, 4250 barrels being re orted. At this writing it is current that the chief producers are endeavoring to de press the market for refined here and for rude in the South.

Cake and Meal.-Reports from the United Kingdom and Europe are to the effect that while the demand for feeding stuffs is not up to the average for this season, owing to the unusually open weather, prices are firm, with the single exception of American cotton cake, which tends to buyer's favor. This circumstance is probably owing to the recent heavy arrivals, together with the slow demand. Fair to prime cake is quoted in Liverpoo at £5 7s. 6d. to £5 15s. per ton. Egyptian seed, March delivery, Hull, is firm at £4 15s, per ton. The fertilizer manufacturers on the Eastern seaboard here have been purchasing meal quite freely during the past two weeks at \$16.50 to \$17.25 per ton. There is nothing doing in meal or cake at this market.

## Cottonseed-Uil Notes.

Notwithstanding the loss by the recent fire, the entire plant of the Little Rock Oil & Delinting Co. at Little Rock, Ark., resumed full operations last week. The company is now making prompt shipments as usual.

The foreign exports of cottonseed products from the port of Galveston for the week ending the 28th ult. were as follows: Cottonseed oil, 4149 barrels; cottonseed meal, 80,510 sacks, and cottonseed cake, 2781 sacks.

Commissioner of Agriculture Culver, of Alabama, has received at Montgomery a large quantity of the improved Truitt cottonseed from La Grange, Ga., which will be forwarded in lots to each probate judge in the State for distribution among the leading planters.

The market in Texas for cottonseed products last week showed no change, the quotations as reported by the Houston Post being as follows: Prime crude oil, loose, 14½ to 15 cents, and prime summer yellow oil offered at 17 cents; prime cottonseed cake, \$13.25 to \$14.50, and cottonseed meal, \$13.25 to \$14 per short ton; linters per pound, 1¾ to 2½ cents, all f. o. b. mill Texas interior points, according to location.

The market for cottonseed products is fairly active, with a good foreign demand for cake and meal. Cottonseed oil is quiet and about steady, with prices unchanged. Receivers' prices are quoted as follows: Cottonseed, \$7 per ton of 2000 pounds net to the mills, no commission of any kind to be added; cottonseed meal jobbing per carload at depot. \$16.50 to \$16.75 per short ton of 2000 pounds; for export per long ton of 2240 pounds f. o. b., \$18.75 to \$19; oilcake for export. \$18.50 to \$18.75 per long ton f. o. b.; rude cottonseed oil at wholesale or for shipment, strictly prime in barrels per gallon, 17 to 171/2 cents; loose per gallon, 14 to 15 cents, according to location of mill; refined cottonseed oil, prime in barrels per gallon at wholesale or for shipment, 21% to 22 cents; cottonseed hulls delivered per 100 pounds, according to location of mill, 12 to 171/2 cents; linters, according to style and staple-A, 31/4 cents; B, 31/8 cents; C, 23/8 to 3 cents; shes, none.

# To Promote Industries.

An Atlanta dispatch states that a company is being formed to encourage the establishment of manufacturing enterprises. This is to be done through a corporation which will take stock in such new enterprises as commend themselves to the judgment of the promotion company's management. It is proposed to start with a capital stock of \$100,000. The charter is to provide for an increase of the capital stock up to \$2,000,000.

# The Omaha Exposition.

Arkansas, like Georgia, has determined to be represented at the Transmississippi Exposition at Omaha, Neb., this year. The Cotton Belt Route has issued a circular to all its agents to secure exhibits from Arkansas. The Little Rock Board of Trade has promised a subscription of \$700, and has sent its permanent exhibit, and Governor Jones and Colonel Vincenheller will co-operate. Florida is moving in the same direction.

Seventy of the members of the Commercial Club of Kansas City, Mo., have just made a tour over the Kansas City, Pittsburg & Gulf Railroad for the purpose of extending their city's trade in the territory opened up by the new road and of inspecting the improvements at Port Arthur.

# MECHANICAL.

## Molding Machine.

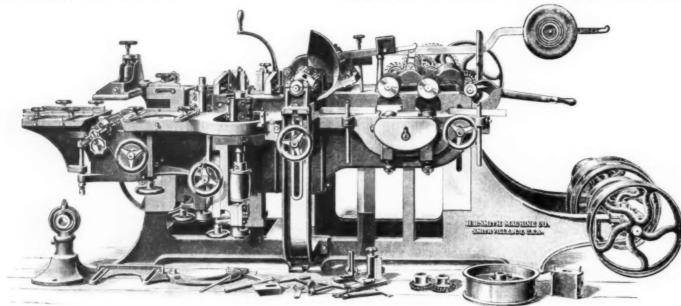
The wide use which is given molding machines in woodworking establishments makes of interest the new nine-inch mold- mine.

revolve independently on their axles. This method of fitting is said to contribute to easy running on curves and greatly facilitate the removal and replacement of wheels in case of accidents in confined situations, such as the interior of a coal

railway and other similar service than any other wheel yet produced." These wheels are made of all diameters and weights, suited for every variety of service. The wheels are cast with the outer hub solidly closing the end of the axle. The inner hub enters a dust collar in the

closed air-tight. The leakage of oil is thus to a great extent prevented by atmospheric pressure, and any slight flow being outward only, the chances for dust working into the wearing parts are greatly diminished.

The length of the bearing of the wheel



NEW NINE-INCH MOLDING MACHINE

ig machine made by the H. B. Smith Machine Co., of Smithville, N. J. This shops are lacking a wheel which can be machine is illustrated herewith. It has removed and replaced in a few moments



FIG. 1.—PUTTING IN KEY BLOCK

inside vertical spindle attached to table, which is a convenience for certain kinds vantages. Such a wheel is offered to of work. For full details and description users in the improved model of the





FIG. 2.—PUTTING ON OR PULLING OFF WHEEL

# Self-Oiling Mine-Railway Wheels.

Under certain conditions of service, esthat car wheels should be fitted so as to meets the severe requirements of mine

of this machine address the manufac- | Faught patent closed-hub self-oiling wheel, manufactured by the Lobdell Car Wheel Co., of Wilmington, Del. The ompany's experience of over fifty years with this wheel constrains it to claim pecially on mine railways, it is desirable that "the Faught device more completely

In many localities also where machine | pedestal casting, lined with a broad band | of hair and wool-felt, which excludes dust, grit and water, and prevents leakage of oil. With the standard wheel a round axle is used which can turn in the pedestal when on curves. This dimin-ishes friction, lessens the tendency of bending and equalizes the wear on axle, At the inner end of the pedestal there is a smaller band of felt acting as a further protection against dust and leakage. Sufficient oil flows along the axle into the pedestal to lubricate the axle bearing.

The wheel is held on the axle by the "keyblock" socketed in the wheel and entering a groove turned near the end of

on its axle is very much more than usual with loose wheels. The position of the hub relative to the tread is such as to bring its center directly over the rail. This obviates the tendency of a short hub to "cant" on the axle, with the consequent cutting of both wheel and axle. The axle is made to bear in the wheel hub upon its extreme outer end, so as to take the thrust of the wheel and the car in curving, and also to sustain the common lateral sway of the car. instead of depending upon the old-fashioned collars commonly used. The advantages of the end thrust over the collars are that the friction is greatly re-

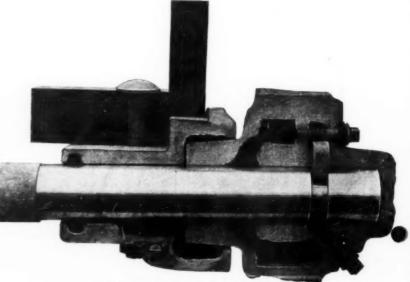


FIG. 3.-ALL IN POSITION FOR USE

the axle. The keyblock is retained in position by the horizontal "keyblock plug." By removing this plug and revolving the wheel so that the hole is down the block drops away from the groove, allowing the wheel to be pulled off. The wheel is replaced by reversing this operation, first placing the keyblock in its socket in the wheel by the aid of a pointed stick inserted in the hole in the keyblock.

Oil is introduced into the annular chamber in the hub through the oil-hole entering the wheel at an angle. This hole is closed by the "oil-plug." Both plugs are provided with leather washers so that when screwed into place the holes are dinaray manner, and with no encroach-

duced and there are no shoulders to get dry, pinch, run hard and prematurely grind out. These features, in connection with close and accurate fitting, greatly prolong the life of both wheels and axles. The long bearing, however, is not obtained by lengthening the axle or diminishing the width of car bottom, but as the usual linch-pin is dispensed with, the additional total length of axle it requires is all available for bearing surface. As an actual fact, there is a saving in total length of axle, a pair of these wheels measuring less from out to out than those fitted with linch-pins in the or-

ment on the width of car bottom Readers who are interested can obtain by addressing the manufacturer of this wheel, a pamphlet which enters more into its description. Faught wheels are used extensively in mines throughout this country, including some of the largest and most important in the Southern States.

#### A Practical Hose Reel.

A hose reel that is practical and substantial is one in constant demand among users of water-hose by hand. The illus tration given represents a new hose reel manufactured by the Hartzell Novelty Works, of Alliance, O. This reel is mounted upon a portable frame truck, and is so constructed that the hose when reeled is self-draining, thus keeping it always in good order. The hose is wound in spiral coils, making inside the hose an open spiral chamber with about twenty



four inches fall to each 50-foot section of hose, ensuring perfect drainage, preventing the hose from becoming waternaked and its consequent rapid destruc tion. Each section of the hose is independent of the others and can be easily detached at the top or bottom and used without interfering with the other see The scientific construction and tions. general convenience of this reeling de vice will be readily appreciated by users of such apparatus. Any desired information as to prices can be obtained from the makers as above noted.

#### English Capitalists Interested.

A Louisville (Ky.) dispatch states that English capitalists may become inter ested in Kentucky distilleries and organ ize a syndicate to control the larger plants. The Columbia Finance & Trust Co., of Louisville, it is stated, is carrying on the negotiations. Horace G. Neaville, of London, represents the English people.

February 9 has been selected as the date for the quarantine convention at Mobile, Ala. There is an impression, not without foundation, that the gathering is designed to postpone, if not to prevent, federal control of quarantine. It is not believed that it will have such an effect.

J. T. Wright and others have formed what is called the Georgia Land Improvement & Investment Co., for the purpose of dealing in land along the line of Macon, Dublin & Savannah Railroad and for conducting an immigration business. The capital is to be \$100,000.

The drainage committee of New Orleans has decided to negotiate with the National Contracting Co. with a view to extending their contract so as to include the Canal and Julia-street drainage systems, or to advertise for bids for the

The Cow Creek Tram Co.'s mill at Call, Texas, is now running at its full capacity cutting special bills of lumber. The company is now adding a new planer and

#### LUMBER.

[A complete record of new mills and build-ing operations in the South will be found in the Construction Department.]

#### LUMBER MARKET REVIEWS.

Baltimore.

Office Manufacturers' Record. Baltimore, Md., February 3.

In the local lumber market the movenent during the past week has been fairly active, with a moderate demand in nearly all departments. Receipts of yellow pine have been fair and stocks now on hand are well assorted, except in a few cases, where special grades are scarce. There has been an improvement in the demand for box lumber and the market is firm for this class of material. Yardmen, planing mills and box factories have been in the market during the week and have been buying more freely. There is a good demand for all desirable grades of North Carolina yellow pine, especially for foreign shipment White pine has been moving during the week, and prices are very steady, with stocks ample for the demand. Cypress is quiet, with prices steady. There is very little local trade in hardwoods and the demand is light, with prices steady. In a local way there has been some busines offering, but the inquiry from outlying oints is hardly worthy of comment. The foreign trade in hardwoods is fairly active, with a good demand for oak and cottonwood. Walnut is rather quiet at the moment.

The following list represents the price urrent at this date:

[The quotations for yellow pl cargo lots, and for all hardwoods indicate values for choice car lot % narrow edge. % wide. %x0½ and 10½-inch. Small joists, 2½-12, 14 and 16 

WHITE PINE. and 2d clear, 4-4, 5-4, 6-4 \$47 00@ 48 00 42 00@ 43 00 14 50@ 15 50 16 50@ 17 50 CYPRESS.

CYPRE
4-4x6, No. 1.
4-4x6, No. 2.
4-4x6, 16 feet, fencing.
4-1x6, rough
4-4 rough edge.
4-4 edge, No. 1.
4-4 edge, No. 2.
Gulf, 4-4, Nos. 1 and 2.
Gulf, 6-4, Nos. 1 and 2. 50@ 20 50 50@ 14 50 00@ 11 00 50@ 9 00 00@ 8 50 00@ 17 00 00@ 13 00 00@ 29 50 00@ 30 00 

\$30 00@ 34 00 53 00@ 55 00

POPLAR. and 2, 5-8..... and 2, 4-4..... and 2, 6 and 8-4.... .\$24 50@ 25 50 . 28 00@ 30 00 . 32 50@ 33 50 . 11 50@ 12 50 No. 1 saps, sawed, 6x20..... No. 1 hearts, shaved, 6x20..... No. 1 saps, shaved, 6x20....

LATHS.

[From our own Correspondent.]
Norfolk, Va., January 31. The month closes with a fairly active demand in nearly every avenue of the lumber industry of the port. The volume of business for the month is not as great dry-kiln with an electric-light attachment. as expected, but from the number of or-

Norfolk.

ders received last week the indications are that the month of February will be active, with a good general movement, especially for the foreign trade. There is a good demand for No. 1 and No. 2 lumber for export and the volume of for eign business is increasing very mate rially. Box lumber is also selling freely, especially 10 and 12-inch, of which stocks are considerably reduced at many of the Mr. Samuel T. Borum, secretary of the Chamber of Commerce, in his last annual report, gives the exports of wood products at this port for the year 1897 and also for 1888, showing a remark able increase during the ten years. The report gives the exports as follows: Lum ber, 1888, 138,625,263 feet; 1897, 299, 852,345 feet. Logs, 1888, 105,637,554 feet; 1897, 135,118,827 feet. Shingles 1888, 30,714,540; 1897, 40,574,100, Staves 1897, 8,541,574, and railroad ties for the same year, 117,331. Woodworking con cerns here are generally doing well, and the business of nearly all engaged shows an increase from year to year. The first shipment of berry crates from this port was forwarded to Liverpool, England last week via the Southern Railway's steamer by the Merchants & Farmers Manufacturing Co., a full carload being exported. This company manufactures ex tensively for domestic trade, and this is the first order from a foreign port. The city was enlivened on Saturday by the arrival of the members of the Union As sociation of Lumber Dealers of Ohio and Pennsylvania, who were met by a committee and shown about the city. The party leave tonight for Charleston, S. C. their itinerary embraces all and South Atlantic ports. Lumber freights are generally steady as to sales, with a free offering of tonnage. Rates are \$2.15 to \$2.25 to New York and sound ports and \$3 to \$3.15 to Boston, charters having been made at the latter figure. Char ters reported last week in New York were the schooner Golden Ball, 243 tons, from Norfolk to Beverly, Mass., with lumber at \$3.12½, and schooner C. J. Willard, 241 tons, from Norfolk to Boston with lumber at \$3.15.

Charleston.

[From our own Correspondent.] Charleston, S. C., January 31.

There has been a better movement lumber throughout the general market during the past week and orders have been coming in more freely. The mills at adjacent points are all busy, and at Georgetown the Gardner & Lacey Lumber Co. is rushed with orders for cypress lumber. Prices for desirable lumber continue very firm, but not quotably higher. At the close of business on Saturday the following quotations were reported: Merchantable lumber, \$14 to \$16 for city sawed: \$12 to \$14 for railroad .: square and sound, \$9 to \$13 for railroad, \$8 to \$11 for raft. Dock timber is quoted at \$4.50 to \$6.50; shipping, \$8.50 to \$10.50. There is a good demand for shingles at \$4 to \$7 per thousand. The crosstie industry is very active and several large orders have recently been filed. Among the sash, door and blind factories there is considerable activity and shipments are good. During the past week the follow ing vessels cleared from this port with wood products for New York: Schooner J. H. Parker, 432,000 feet of lumber; dena, 450,000 feet; D. K. Bak 453,000 feet; John C. Gregory, 251,000 feet, and Clara E. Bergen, 362,732 feet. steamship Iroquois cleared with 14, 715 feet of lumber among her cargo, and steamship Delaware 13,500 feet for Bos ton. The schooner Rebecca F, Lamdin cleared for Barbadoes with 75,000 feet of lumber and 180,000 staves; the schooner H. & J. Blenderman cleared with 400,000 feet of lumber, and schooner Josephine Elliott for Boston with 315,000 feet. Lumber freights are leady, with rates unchanged.

Mobile.

[From our own Correspondent.] Mobile, Ala., January 31.

The lumber and timber market here is showing considerable activity at the moment and the prospect for a good spring trade shows better features. The demand for sawn timber is fairly active, with prices steady at 10 cents to 101/4 cents per cubic foot, 40-foot basis, while contracts are made at nominal figures. press is in fair demand at 5 cents to 8 cents per cubic foot, according to average. Hewn timber when placed upon the market will bring 12 cents to 1215 cents. basis of 100 cubic feet, average B1 good. Contracts are made at 12 cents to 121/2 cents. Hewn oak is dull at 14 cents to 16 cents for first-class, and poplar is quoted at 10 cents to 11 cents per cubic foot for large average girth. Saw logs are in limited demand at \$4 to \$7 per 1000 feet delivered at mill. The movement in lumber is fairly active, with a good inquiry from Central and South America and Great Britain and the Continent. At all milling sections adjacent to this port shipments continue to improve and mills are generally well supplied with or-During the past week nearly 2,000,000 feet of lumber and 127,000 cubic feet of timber left the port, being distributed as follows: Bark Noreg, for Greenock, Scotland, with 9412 cubic feet of hewn timber, 70,840 cubic feet of sawn timber and 21,647 feet of lumber; bark Don Quixote, for Aberdeen, Scotland, with 46,711 cubic feet of sawn timber and 178,000 feet of lumber; bark Signal, for Aberdeen, with 588,010 feet of lumber; bark Freidig, for Rosario, with 495,556 feet; schooner Lawrence, for Port Burchard, with 19,000 feet of lumber; schooner Harold Borden, for Bocas del Toro, with 108,946 feet, and schooner woodhouse, for Minatillan, Mexico, with 68,000 feet. The total shipments of lumber from this port since September 1. 1897, amounts to 22,209,888 feet, against 30,546,971 feet for the corresponding pe riod last year. Freights on both lumber and timber are steady without change To the West Indies \$5 to \$6 per thousand, and coastwise \$5.50 to \$6; Cuba \$5 to \$5.50, River Platte \$11.50 to \$12, Mexico \$6.50 to \$7 and Rio Jenerio \$14.50 to \$15. The following charters were reported in New York last week: British school Walter Sumner, 146 tons, Mobile to Mantanzas with lumber on private terms; schooner Gladstone, Mobile to Havana with lumber at \$5.50 Spanish gold; a German bark, 744 tons, Pensacola to Ghent with sawn timber at 100/, and a Norwegian bark, Pensacola to Rio Janeiro with lumber at \$15, \$2 form.

#### Lumber Notes.

The shipments of wood products from the port of Savannah last week to domestic ports amounted to 3,860,000 feet of lumber and 11,439 crossties.

The Southern Pickle Works, of Besseer, Ala., wants addresses of manufacturers of cheap barrels, half-barrels and kegs suitable for packing pickles in.

The Campbell Lumber Co., of Camp bell, Mo., was chartered last week with a capital stock of \$16,000. The incorporators are J. F. Losswell, Louis Mc-Cutchen, George W. McCutchen and S. D Place

It is stated that Mr. W. D. Crowell, of the Norfolk Hardwood Lumber Co., of Norfolk, Va., has closed a contract for the sale of 400,000 feet of oak lumber for St. John, N. F., to be used as box-car material. The same company has also closed a contract for 4000 piles for a new

dock in New York which is to be built for the White Star Line of steamers

The Northwest Arkansas Lumber Co. was incorporated last week at Little Rock, Ark. The officers of the company are C. W. Phillips, president; B. F. Dea ver, vice-president, and W. H. Johnson secretary and treasurer.

It is stated that Mr. R. H. Gatlin, of Tarboro, N. C., sold last week to Mr. Serpel, superintendent of the Norfolk & Carolina Railroad, the lumber on about 6000 acres of land, estimated at 50,000, 000 feet, at \$1 per thousand.

The saw mill of the Eccleson Lumber Co., at Jacksonville, Onslow county, North Carolina, now owned by Messrs. McIntyre & Baltzer, of New York, commenced last week to cut 30,000 feet of lumber a day upon a three-year contract.

The Velasco Box Factory, of Velasco, Texas, chartered last week with a capital stock of \$10,000. The incorporators are H. C. Harding, W. W. Hoskins and W. L. Harding. The company will manufacture besides boxes all kinds of wooden-

It is stated that there is a probability of the hardwood factory located at Flor ence, S. C., being removed to Macon, Ga. The stock of the company is \$70,000, and it is proposed that Macon capitalists subscribe \$10,000, upon which the factory will remove to that city. The new location at Macon will offer a better supply of hardwood and river communication affords better rates.

One of the largest poplar trees perhaps in Harrison county, West Virginia, was cut recently on the property of Walter Lawson, near Good Hope.. The tree measured six feet two inches across the stump and forty-eight feet to the first branch, at which point the thickness was five feet eight inches. The tree was nearly sound and is estimated to contain 8000 feet of lumber.

The Boone Lumber Co., of Boone county, West Virginia, has sold to the Mohler Lumber Co, the timber on two tracts of land embracing together about 5525 acres in Boone county. paid was \$16,207.50. The sale includes all the poplar, yellow lynn and ash trees of certain dimensions on the tracts, as well as the right of cutting and removing the sam

The C. H. Brooks Lumber Co., of Beau fort county, North Carolina, was incoporated last week for a period of thirty years. The capital stock of the company is \$6000, and the incorporators are C. H. cooks, Henry Ormond and T. Brooks. The par value of the shares is \$50 each, and the capital stock may be ased to \$100,000. The principal office is to be in the town of Bath, Beaufort county.

The annual meeting of the Kentucky Lumber Co. was held last week in Louis ville, Ky. The following directors were elected: Samuel McKean, W. R. Mc-Kean, George T. Wood and J. B. Speed. Samuel McKean and D. W. Minshall, both of Terre Haute, Ind., were chosen president and vice-president, respectively, and George T. Wood, secretary. The directors stated that prospects were good for business this year.

Mr. M. T. Jones, of Houston, Texas has disposed of his interest in the Emporia Lumber Co., of Emporia, Texas, to Mr. S. F. Carter. At the annual meeting of the company at its office in Housten on the 19th inst, the following officers were elected for the ensuing year: S. F. Carter, president; J. P. Carter, vicepresident, and E. L. Cooker, secretary. The Emporia Company has recently effected the sale of 5,000,000 feet of yard

stock for shipment, mostly to the Northwest. Large contracts have been made to furnish several million feet of railroad

The Cypress Shingle Association met in New Orleans on the 25th inst. following mills of Louisiana and Texas vere represented: L. Miller Shingle Co., Lutcher & Moore and A. Gilmer, Orange, Texas; W. T. Jones & Co., Houston, Texas; William Cameron, Bowie, La.; W. Cameron & Co., Waco, Texas; L. G. Nicholas. Plaquemine, La.; August Lerish & Co., Plaquemine, La.; J. A. Gebert, New Iberia, and M. M. Farrar & Co., Houston, Texas. A number of matters relating to the industry were dis-The members present adopted cussed. an established schedule and passed a res olution to maintain it. Business was re ported good from all the sections repre sented.

#### Iron Markets.

Cincinnati, O., January 29.

The pig-iron market has pursued an uneventful course during the past week. Consumers are covering their wants in a noderate way, without any excitement whatever, and there are a number of deals of considerable importance still pending. Conditions are normal and healthy, and if values were somewhat higher it would be a pleasure to have a continuance of the present demand. There is no speculation in it, and the buying is ign of large consumption.

There is considerable interest manifested in Lake Superior charcoal iron on unt of the extremely low prices at which it is being offered, and in some sections quotations are not much above oke brands. It is expected that a larger consumption of that class of material will result, but it is not believed that than four or five of the stron companies can remain in operation. It is surmised that the three now in a combi nation and the "Hinkle" furnace, which is independent, are the ones that can ongest survive the present conditions.

We anote for each f. o. b. Cincinnati:

the denie and come to be in				
Southern coke, No. 1 foundry	- 89	75@	\$10	00
Southern coke, No. 2 foundry	. 9	500	9	75
Southern coke, No. 3 foundry	9	25@	9	45
Southern coke, gray forge	. 8	7500		
Southern coke, mottled	- 8	7500	9	90
Southern coke, No. 1 soft	9	75@	10	00
Southern coke, No. 2 soft		50@		
Belfont coke, No. 1, Lake Sup.		00a		
Belfont coke, No. 2, Lake Sup.		50@		
Hanging Rock charcoal, No. 1.		50 a		
Tennessee charcoal, No. 1				
Jackson Co. silvery, No. 1				
Standard Georgia car-wheel.	. 14	2500	15	-00

New York, N. Y., January 29.

Notwithstanding there is considerable emplaint on the part of many manufacturers throughout New York and New England that business is not satisfactory. there is a larger consumption of iron and a very much brighter outlook, as the demand for pig iron continues liberal and sales are being made in a very satisfac tory way as to volume and prices.

There seems to be a tendency on the part of manufacturers toward the higher grades of iron, as is evidenced by the narked improvement in the sales of char coal irons and coke irons of high grades

Prices in the main are well maintained; e of the furnaces, in order to move certain surpluses, offer slight concessions, but the general market is in better condition than a fortnight ago.

We quote for cash f. o. b. New York: No. 1 X standard Alabama. \$11 00@\$11 25 No. 2 X standard Alabama. 10 50@ 10 75 No. 1 X lake ore coke Iron. 12 50@ 12 75 No. 2 X lake ore coke Iron. 12 00@ 12 25 Niagara coke mallenble. 12 00@ 12 25 Rome (Ga.) charcoal. 15 00@ 15 50 Hinkle L. S. charcoal. 13 50@ 14 00

We quote for cash f. o. b. Philadelphia: -@\$11 50 -@ 11 00 -@ 12 50 -@ 12 50 -@ 12 50 -@ 15 75 No. 1 X standard Alabama...
No. 2 X standard Alabama...
No. 1 X lake ore coke iron....
No. 2 X lake ore coke iron....

ROGERS, BROWN & CO.

#### PHOSPHATES.

#### Phosphate Markets.

Office Manufacturers' Record, Baltimore, Md., February 3.

The local phosphate market has ruled quiet during the week and the volume of business shows very little expansion. As in other fertilizer ingredients, manufacturers are not purchasing except for immediate wants. From points of production reports are more favorable, especially in South Carolina, where the domestic and foreign demand for rock is showing some improvement. The work of development is being more vigorously pursued, and the Farmers' Mining Co., lately sold to London capitalists, is being reorganized under the name of the Central Phosphate Co. Prices for South Carólina rock are nominally steady. In Florida shipments to domestic ports are more active, and several charters are reported during the week to load at Tampa and other ports. Tennessee phosphates continue to show an increased movement, both for home and foreign consumption. The shipments from the Mount Pleasant district in December, 1897, amounted to 10,326 tons, and stock on hand January 1, 1898, was 19,000 tons. In New York the de mand for vessels to load phosphate has been better, with rates about steady. The following charters were reported: Schooner Frances M., 1096 tons, from Tampa to Cartaret, N. J., with phosphate rock at \$1.90; schooner E. G. Hight, 467 tons, from Port Royal to Baltimore with phosphate rock on private terms; scho Thomas A. Ward, 765 tons, from Baltimore to Savannah, and E. G. Hight, Balore to Port Royal with fertilizer at \$1.25, londed and trimmed; schooner Jas. W. Fitch, 1005 tons, from Tampa to Philadelphia with phosphate at \$1.90, and bark Howine, 367 tons, from Tampa to New York with phosphate rock at \$1.90.

#### Fertilizer Ingredients.

The market for ammoniates has ruled quiet during the past week, but values Messrs, Thomas H. White are steady. & Co., in their January circular, say: There has been a fair activity in ammoniates the past month. The intima tion that freights from Chicago and St. Louis, eastward, would be advanced February 1 induced many buyers partly to anticipate their future wants. At the same time Western producers were more pliant and showed disposition to meet the views of consumers. Current offerings were readily absorbed at a shade better prices for tankage, but at lower figures for blood," Sulphate of ammonia is firm, with no domestic product offering, and foreign is quoted at \$2.60 spot and c. i. f. New York and Baltimore. Nitrate of soda is quiet and steady, with no pressure to sell.

The following table represents the

prices current at this date	:
Sulphate of ammonia (gas) \$2	2 60 (4)
Nitrate of soda	1 80 @ 1 85
Blood 1	1 721/200
Hoof meal	1 65 @
Azotine (beef)	1 70 @
Azotine (pork)	1 70 @
Tankage (concentrated) 1	1 55 @
Tankage (9 and 20)	1 60 and 10
Tankage (7 and 30) 18	5 00 @ 15 50
Fish (dry)	9 50 @
Fish (acid)	2 00 tg

#### Phosphate and Fertilizer Notes.

The Newberry Phosphate Co., near Fort White, Fla., has purchased S. C. Sparkman's place and also M. F. Lord's tract and will at once open up two new mines

The New Orleans Acid & Fertilizer Co. is about to complete its extensive plant at Gretna, opposite the city, which will have a capacity of 30,000 tons of the manafactured product per annum.

The exports of Tennessee phosphate rock for the month of December, 1897.

from the Mt. Pleasant district, amounted to 10,326 tons, of which 1438 tons were foreign and 8888 tons domestic. The stock on hand January 1, 1898, amounted to 19,000 tons.

The Florence Fertilizer Factory, Florence, Ala., last week completed the placing of the new machinery, giving a capacity of 600 sacks of fertilizer per day. The company has already sold the entire output for the season to dealers in the Tennessee valley, along the line of the Memphis & Charleston and the Louisville & Nashville railroads.

The shipments of phosphate rock from the port of Charleston, S. C., last week were rather more active than usual. The following vessels cleared for domestic ports: For Baltimore, schooners Emma C. Knowles, 953 tons; Adele Thackera, 900 tons, and Mary Lee Patten, 850 tons; the schooner Henry Lippett for Weymouth. Mass., with 1375 tons, and schooner Fannie Brown for Richmond, Va., with 750 tons. The total shipments of phosphate rock from Charleston from September 1, 1897, to January amounted to 35,138 tons, against 38,357 tons for the corresponding period last

A party of prominent foreign capitalists visited Charleston, S. C., last week for the purpose of reorganizing the old Farmers' Mining Co. of Beaufort, which has been recently purchased by an English syndicate, with headquarters in Lou-A commission issued by the State to Messrs. Edward W. Hughes and John M. Ficken, of Charleston, and Mr. J. B. West, of London, England, gives them authority to open books of subscription to the capital stock of a corporation which it is proposed to organize under the name of the Central Phosphate Co. It is stated that final arrangements will shortly be consummated for the starting up of the plant.

#### Literary Notes.

Scribner's Magazine for February contains two continued stories of much more than usual interest. The one is by Thos. Nelson Page, "Red Rock; a Chronicle of Reconstruction," dealing with life in the South at a time when the foundations of ociety had been shaken. The other is by Senator Lodge, who brings his "Story of the Revolution" to the period of the econd congress and the siege of Boston. Other interesting features are "The Police Control of a Great Election," by Police Commissioner Avery D. Andrews, of New York city; "The Naval Campaign of 1776 on Lake Champlain," by Capt. A. T. Mahan, U. S. N., and the usual highclass fiction

A Mile of Gold; or, Strange Adventures n the Yukon. By Wm. M. Stanley Publishers, Laird & Lee, Chicago, Ill. Price fifty cents.

This book is a record in simple, convincing style of the adventures, dangers and privations of the author in the new El Dorado. He gives views of the actual life of the gold hunter and makes many practical suggestions for the fortuneseekers of the Yukon. The book is profusely illustrated.

The two leading articles in the February Home Magazine are Addison Ellsworth's "Our Winter Birds" and William Hoge's "A Sweet Reminiscence of Con mercial Traveling." Both are profusely illustrated.

An address before the Lowell Textile School by Mr. Max Jaegerhuber on "New York as a Textile Mart" has been published in pamphlet form by the Econ-

# CONSTRUCTION DEPARTMENT.

THE MANUFACTURERS' RECORD seeks to verify every item reported in its Construction Depart ment by a full investigation and complete correspondence with everyone interested. But it is often impossible to do this before the item must be printed, or else lose its value as news. In such cases the statements are always made as "rumored" or "reported," and not as positive items of news. If our readers will note these points they will see the necessity of the discrimination, and they will avoid accepting as a certainty matters that we explicitly state are "reports" or "rumors" only. We are always glad to have our attention called to any errors that may occur.

\*Means machinery, proposals or supplies are wanted, particulars of which will be found under head of "Machinery Wanted." In correspondence relating to matters reported in this paper, it will be of advantage to all concerned if it is stated that the information was galand from the Manufacturers' mation was gained from the Manufacturers

It often occurs that the organization of a new company in any town is not known by the postmaster, and hence letters addressed to the company are returned marked "not known." The Manufacturers' Record re-ports the first organization of all companies, ports the first organization of all companies, and our readers, in seeking to get into communication with them, should be very careful in deciding how to address them, and even then they must expect the return of some letters, because of the lack of knowledge on the part of postmasters of all new companies. Criticisms and complaints are invited, as they will the better enable us to guard against errors.

#### ALABAMA.

Birmingham—Steel Plant.—Regarding the proposed steel plant, which it has been re-ported English capitalists contemplated erecting, J. K. McDonald, president of the erecting, J. K. McDonald, president of the Elyton Company, writes as follows: "I of not know that English capitalists where ta \$1,000,000 steel plant at Birmin ham. However, there are several particles and elsewhere engaged in an effort secure capital for the erection of a steel min the near future. Some of these negatives. in the near future. Some of these negotia-tions have progressed so far that the parties interested are very hopeful of success, but their plans have not progressed far end to warrant publication."

Cluttsville-Saw Mill and Gin.-Cole Vas ser & Co. will rebuild their saw mill; will also erect cotton gin later on.\* Greenville—Timber Lands.—The Gulf Red

Co. has purchased seventy-five acres

Cedar Co. has purchased seventy-five acres of timber lands for \$16,000 for development; also another tract of land for \$10,000.

Hanceville—Coal Mines.—Contracts have been awarded for the construction of a branch railroad into Blount county, and near Hanceville a 5000-acre tract of coal land will be developed. Robert Stevens, of Birmingham, Ala., can probably give information.

Hematite—Iron Mines.—The Midland Ore Co. has been organized with T. T. Lewis, of St. Louis, Mo., president; James Towles and Tere A. Clark, of Tuscumbia, Ala., managers, to develop iron mines in Franklin count; will employ 400 laborers and ship Montes of ore delive. Address Mai 400 to 800 tons of ore daily. Address Maj. James Towles, Tuscumbla, Ala.

Huntsville-Brick Works.-Fulcher & Dyas will establish a brick manufacturing plant Montgomery — Water Works. — The city council has accepted a bid for \$600,000 of bonds which are to be issued for the purpose of building or buying water works. For information address the mayor.

Oakgrove—Saw Mills.—The Davis Lumber Co. will double its plant, putting in a 50,000foot capacity mill.

Warrior—Coal Mines, etc.—The Fidelity Coal & Coke Co. succeeds the Watts Coal & Iron Co., will improve the mines, repair and

rebuild the coke ovens and resume oper

#### ARKANSAS.

Hot Springs-Electric-light and Water Hot Springs-Electric-light and Water Works.—The city council has in consideration, the establishment of electric-light and water works, the latter to embrace pumping station with reservoir of 500,000 gallons; pipes for entire city, with 200 fire plugs probably to be used. If definite arrangements are made, the beard of public affairs nents are made, the board of public affairs will have the matter in charge

Little Rock-Lumber Company .rated: The Northwest Arkansas Lumber Co., with C. W. Phillips, president; B. F. Deaver, vice-president, and W. H. John-son, secretary-treasurer.

#### FLORIDA.

Ocala—Implement Works.—The Lightning Hoe Co. has applied for incorporation, the incorporators being Chas. Munroe Brown, Edward Holder and Decatur W. Davis, with Edward Holder and Decatur W. Davis, with capital stock of \$34,000. Company will erect at once works for the production of agricultural implements, especially hoes.

St. Augustine—Brick Works.—Thomas P. Alston contemplates establishing brick works; also tile works.\*

Tampa-Packing-house.-Armour & Co. (of Chicago) will build a packing-house to cost \$50,000; L. F. Edwards, local manager.

Albany—Electric-light Plant.—The city contemplates the purchase of Albany Illu-minating Co.'s plant and the expenditure of \$5000 on improvements. Address the mayor

Atlanta — Manufacturing. — Capt. J. English and W. D. Ellis are about to ganize a company for the promotion of man ufacturing industries; capital stock to be \$100,000.

Atlanta-Viaduct.-The city council is deavoring to make arrangements for the construction of a viaduct across railroad tracks on Mitchell street; the railroads are assist financially in this work. Address

Augusta-Knitting Mill.-The Georgia Mu Association will establish a knitting mill.

Barnesville-Knitting Mill.-The J. G. Collier Co. contemplates the erection of a mill for producing ribbed underwear.\*

Dublin—Furniture Factory.—Jacob Zapf, of Muncie, Ind., will build a furniture factory in Dublin, to employ 100 hands. Address care of Capt. E. M. Whitehead, Dub-

Macon-Underwear Factory.-George Hatcher is forming a company to manufacture underwear.\*

Rockmart—Cotton Mill.—W. S. Walcott, president of the New York Mills, New York Mills, N. Y., writes as follows regarding the report that his company will build at Rockmart, as has been reported: "The limit of our activity has been to secure an option on land with a view to erect in the near future a moderate-sized factory," etc.

Rossville-Woolen Mill.-Reports of the 'ark Woolen Mills to enlarge were in

Rossville-Cotton Mill -A \$200,000 sto Rossville—Cotton Mill.—A \$200,000 stock company is being organized to erect a 15,000 spindle cotton mill; plans for building two stories high, 500x110 feet in size, have been completed, building to cost \$25,000. W. A. Campbell and John A. Campbell, of Chattaooga, Tenn., can be addressed.

Sandersville - Electric-light and Water Works.—It is proposed to establish water works and electric-light plant to supply both Sandersville, Ga., and Tennille, Ga. mayor can probably give information.

Winder-Cotton Mill.-A cotton mill is talked of and a company may be organized.
R. B. Russell can be addressed.

Louisville—Clothing Factory.—The Robinson-Norton Co. will build a new clothing factory to employ 300 men when completed.

Louisville — Bottling and Cold-storage Plant.—The Indianapolis Brewing Co., of andianapolis, Ind., will build a bottling and old-storage plant in Louisville to cost

Louisville—Publishing Company.—Incorporated: The Pentecost Publishing Co., capital stock \$30,000, by H. C. Morrison, H. B. Cockrill and others.

Louisville — Water-works Improvement.— The Louisville Water Co. is having plans prepared for its proposed filtering system, for which about \$500,000 will be expended.

Gretna—Chemical Works, etc.—The New Orleans Acid & Fertilizer Co., which was organized several months ago, is progressing rapidly with its sulphuric acid and commer-cial fertilizers factory; capacity is to be 30,000 tons per annun

#### MARYLAND.

Baltimore-Mercantile.-Incorporated: The American Mercantile Co., by Harry H. Campbell, Edward C. Campbell, Nathaniel B. Keen, Andre C. Fontaine and Daniel H. Hayne, with a capital of \$1000.

Chestertown — Electric-light Plant. — The Chestertown Electric Light Co. is now erecting the necessary building for its plant; company was formed recently with \$15,000 capital, and Miles A. Hoffman is president; Atlee H. Tracey, vice-president and treas-urer, and J. King Wright, secretary. Ad-dress the vice-president.\*

Hagerstown — Electric-light Plant. — The

Washington County Electric Co. has been ncorporated by Christian W. Lynch, Wil lncorporated by Christian W. Lynch, Wil-liam Jennings, of Harrisburg, Pa.; J. Clan-ence Lane, J. Irvin Bitner and William Hep-perle, of Hagerstown. Company has ap-plied for franchise, and, if granted same, will erect lighting and power plant. Ad-dress, William Hepperle.

Gulfport—Flour Mill, etc.—J. R. Hood will build a roller flour mill at Gulfport, as stated last week; mill is to cost \$15,000 and have daily capacity of 600 bushels; also grist mill will be operated. Address J. R. Hood, State Line, Miss.

Hale—Saw Mill.—J. P. Brown will build a arge saw mill.

Natchez-Brick Works.-Wm. P. Fr. Naturez-Brick Works.—Wm. P. Fraser has organized a company to establish brick works of 30,000 daily capacity; ten acres of clay lands have been purchased as site for the plant. Dr. B. D. Watkins, R. E. Bost and R. L. Parker are interested. For information address Wm. P. Fraser, Devereux street, Natchez.\*

#### MISSOURI.

Kansas City-Lime Company.-Incorporated: The Ashgrove Crystal Lime Co., capital stock \$2400, by George Chamberlain and others.

The Macon Telephone Co., capital stock \$10,000, by H. L. Gray, J. A. Hudson and Theo.

St. Louis-Bellows Factory.-The St. Louis Bellows Factory is erecting a large new plant at corner of Second and Branch streets; new building is five stories high,

St. Louis.-Incorporated: The Union Bak-Ing Powder & Extract Co., capital stock \$3500, by J. E. McGilley, Anna Heusmer and F. W. Heusmer.

St. Louis-Construction Company.-Incor The Zboren Construction Co., cap Ital stock \$5000, by Peter Zboren and others

St. Louis-Glucose Factory.-H. Wiegand said to contemplate the establishment of a glucose factory.

St. Louis—Chemical Company.—Incorpora-ted: The Rodgers Chemical Co., capital stock \$2000, by S. D. Rodgers, W. F. Mulhall and A. W. Mulhall. Address S. D. Rodgers.

#### NORTH CAROLINA.

Aberdeen-Lumber Plant.-The Aberd Lumber Co. has not yet definitely decided whether or not to rebuild its burned plant. High Point—Flour Mill.—Benn Miller will erect a 30-barrel flour mill.

Raleigh—Cold-storage Plant.—The Ceutral Market & Cold Storage Co., reported last week as incorporated, will build a cold-stor-age plant, to be operated in connection with meat, etc., market. Address care of William Ledbetter.

Rockford--Mining, etc.-Incorporated: The Alpha Mining Co., capital stock \$25,000, by George B. McLane, J. G. Burns, W. M. Ab-shur, Elbert Wallace and L. McLane Stover, for mining purposes, timber developments,

Rocky Mount-Ice Factory .- J. W. Hines,

of Rocky Mount, and W. E. Worth, of Wil-mington, will build an ice factory in Rocky

Rocky Mount-Ice Factory.-S. E. Carington, of Durham, N. C., will build an infactory in Rocky Mount.

Winterville - Fertilizer Factory .- A. G. Cox has formed a company to establish fertilizer factory.\*

Winterville - Furniture Factory .- J. B. Carroll has erected a building and put in machinery for manufacturing moldings, et will probably manufacture furniture also

Winterville - Furniture Factory .- C. O. rown will manufacture cabinet work, antemplates adding furniture to his ili Brown will man

#### SOUTH CAROLINA.

Bath — Lumber Company,—Incorporated: The Brooks Lumber Co.

Bath-Lumber Mills.-Incorporated: The C. H. Brooks Lumber Co., capital stock \$100,000, by C. H. Brooks, Henry Ormond and T. A. Brooks, to operate lumber mills,

Beaufort—Cannery.—Dr. T. E. Allen and others, of Savannah, Ga., have leased More-land plantation, in Beaufort, and will establish a cannery.

Charleston — Mercantile. — Incorporated: The Brown Crockery Co., capital stock \$5000, with M. A. Hunt, president; B. H. Brown, treasurer and general manager, and F. C. Lotz, secretary.

Charleston-Phosphate Min-West, of London, England; Alphonse Cajet, west, of London, England; Alphonse Calet, of Paris, France; J. Kromer, of Mount Pleasant, France, and R. de Blonay, of New York, will incorporate the Central Phosphate Co., with capital of \$5000, to mine phosphate and manufacture fertilizers, succeeding the Farmers' Mining Co., of Beaufort. Address Hughes & Ficken, 54 Broad street Charleston. street, Charleston.

Columbia-Bottling Plant, etc.-Dr. O. E. Thomas will establish bottling plant for mineral water, as stated last week; will install equipment for carbonating er, etc. Address Bellevue Mineral water, etc. Address Bellevue Mineral Springs, Dr. O. E. Thomas, proprietor, 1611

Gaffney-Carpet Mill .- A stock company is being formed to erect a mill for the production of fine grade carpets. J. A. Carroll, H. D. Wheat, F. G. Stacy, L. Baker, J. G. Wardlaw, S. L. Cutting and J. Q. Little are interested. Address J. A. Carroll.

Hickory-Molasses and Woodworking Factory.—W. S. Wilkerson contemplates the es-tablishment of a plant for the manufacture of sorghum molasses, and a plant for plow stocks, etc.\*

Rock Hill—Machine Works.—The Rock Hill Machine Works have been purchased by A. R. Smith; will probably operate the plant.

Union.—The Excelsior Knitting Mills has ncreased capital stock to \$20,000.

#### TENNESSEE.

Embreeville-Iron Furnace.—It is stated that the Embreeville Land & Furnace Co. will build at once an iron furnace.

Gallatin—Ice Factory.—George A. Farley and G. R. Benson, of Berrein Springs, Mich., will build an ice factory in Gallatin, according to reports.

Gibbs—Flour Mill.—H. M. Bivens will put in a small roller flour mill.\*

Johnson City—Woodenware Factory.—The establishment of a wooden bowl factory is proposed; W. G. Mathes can give information.\*

Lebanon-Flour Mill.—The Lebanon Universal Milling Co., capital stock \$10,000, has been incorporated, with W. G. Page, president; A. W. Page, secretary-treasurer; J. M. Watkins, manager; company will build flour mill at once.

McGhee-Telephone Lines.-A company being formed to construct telephone lines Address J. B. McGhee.

Address J. B. McGhee.
Rogersville — Electric-light and Water
Works.—The citizens have voted adversely
in the election for erection of electric-light
and water works, but franchise may be
granted to company. For information address H. J. Nelson, mayor.

Angleton — Sugar Factory. — J. Henry Grimm, of New Orleans, who has been in Angleton lately, is reported as representing

New Orleans capitalists who will build a

Barry-Mercantile.-The Bailey Mercantile Co., capital stock \$5000, has been porated by W. E. Watson, J. R. Watso F. M. Womack.

Brazoria-Sugar Factory.-A co be organized to erect a central augar factory. Calvin McNell, county commissioner, can possibly give information.

Comanche — Publishing Company,—Incorporated: The Comanche County Publishing Co., capital stock \$2500, by Fred Grimm, J. Hughes and N. E. Palmer.

Edna-Cotton Gin.-A. Malch & Son have warded contract for the erection of a cot

Fort Worth-Gold Mines,-Chartered: The Copper River Gold Mining & Prospecting Co., capital stock \$10,000; incorporators, A. C. Friesen, Charles Mills, F. A. Mason and

Fort Worth-Mining.—Benjamin T. Tillar, A. L. Matlock, J. H. Burney, J. A. Walker and John A. Peacock have incorporated the Rosarlo Mining & Milling Co., with capital stock of \$125,000, for mining and milling purposes

Georgetown-Ice Factory.-Chartered: The Georgetown Ice Co., capital stock \$10,000, by Henry H. Hunt, E. A. Strick and R. E. Ward, to manufacture lee

Greenville—Lumber Plant.—The Lawren Lumber Co., W. O. Stamps, manager, w probably erect a large lumber plant.\*

Houston Packery.—It is reported that J. C. Dold, of Kansas City, Mo., contemplates the establishment of a large packery in

Paris-Clothing Manufacturing.—The Gilbert Tailoring Co. of Paris, capital stock \$2000, has been incorporated by B. Gilbert, R. M. Massenburg and Sigmund Auer; purto manufacture and sell tailor-made elothes

Quana Quanah Dry Goods Co., capital stock \$10,000, by C. W. Hodge, J. E. Ledbetter and J. D. Stone

San Autonio — Mercantile, — The Cooley Register Co., capital stock \$2500, has been incorporated by Joe Cooley, H. Menger and John Windhors

San Antonio-Refrigerating Plant.-In c nection with the new market-house the city will install a refrigerating plant. Address Theo. Vinke, city clerk.\*

Selma-Mercantile,-Incorporated;Lux Merchandise Co., capital stock \$5000, by William Alves, L. X. Barron and Charles

mour-Telephone Lines.-The Haskell Seymour—Telephone Lines.—The Haskell & Throckmorton Telegraph & Telephone Co. has filed its charter, capital stock being \$3000; purpose is to construct and maintain telegraph and telephone line between Seymour and Haskell. Incorporators are T. H. C. Peery, G. P. Barber and G. S. Plants.

Sour Lake-Off Refinery,-A company been organized to erect a refinery at Som Lake. Charles H. Moore and Sam Penland. of Galveston, Texas, are president and see retary, respectively, of the company; capital stock is \$25,000.

Sulphur Springs-Tannery, etc.-The Sul phur Springs Tannery contemplates enlar, ing and putting in manufacturing machin

ery.

Sulphur Springs—Cotton and Woolen Mill.

W. L. McDaniel is endeavoring to organize
a company to build a cotton and woolen
mill; \$50,000 capital is proposed.

Velasco-Box Factory, -Chartered: The Velasco Box Factory, of Velasco, capital stock \$10,000, by H. C. Harding, W. W. Hoskius and W. L. Harding, to manufacture boxes and other wooden articles.

Waco-Cotton Mill.-The effort to o ize a cotton mill company is progressing Probably definite announcements will be made next week. Address Charles T. Alex ander

Waco - Machinery Company. - Incorporated: The Kellett-Chatham Machinery Co., capital stock \$50,000, by W. M. Kellett, E. Rotan, W. R. Clifton and others, to man facture, repair, buy and sell machinery, etc

#### VIRGINIA.

Clifton Forge—Telephone System,—Char-tered: The Clifton Forge Mutual Telephone Exchange, with William Patrick, president; N. C. Watts, treasurer; J. A. Sproul, secretary and general manager. The capital stock is \$5000; system is established.

Hampton-Gas Company .- The Hampton & Old Point Gas & Electric Co. has been incorporated, with capital stock of \$75,000,

#### WEST VIRGINIA.

Charleston—Salt Company.—Incorporated: The Ohio River Salt Co., with capital stock of \$150,000, by J. W. Malcolm, W. C. Leon ard, M. P. Spradling, William Dils and R

Charleston—Coal and Coke Company.—In-corporated: The Boomer Coal & Coke Co. capital stock \$100,000, by John Q. Dickin-son, J. W. Dawson and John L. Dickinson, of Charleston; J. J. Duffy and H. C. Mas-iers, of Boomer's Branch. Address Mr. Dickinson. ters, of Dickinson

Clarksburg - Mercantile .- The Koblegard Clarksburg — Mercantile.—The Koblegard Co. has been incorporated, capital stock \$100,000, by E. G. Davisson and Jacob Koblegard, of Weston; J. W. Williams and John Koblegard, of Clarksburg; John L. Ruhl, of Grafton, and P. H. Koblegard, of Ruckhan

Fayette County-Coal-lands Developme The construction of the Deepwater Rail-way (reported elsewhere) will ensure the levelopment of a tract of 65,000 acres of bram S. Hewitt and others, of New ty. Timber land is also included in

Grafton - Electric-light Plant -- Contract has been awarded to the Fort Wayne (Ind. Electric Co. by the city for the erection o \$8600 lighting plant.

Sand Fork-Flour Mill.-Alpha Mess of Baldwin, W. Va., will establish a flomili at Sand Fork.

Wheeling-Ice,-The Schmulbach Brewing has awarded contracts for the installa of a 125-ton ice machine in its plant.

#### BURNED.

Chattanooga, Tenn,—Central Manufactur-ng Co.'s woodworking plant, slightly damaged.

Fred, La.-Cotton gin of G. J. Relley Gaffney, S. C.-Gin, saw mill and grist nill of M. C. Lipscomb, near Gaffney.

Norfolk, Va.-Mattress factory of Lindsay

#### BUILDING NOTES.

Alberene, Va.-Dwelling.-H. D. Forsythe, of Louisiana, has awarded contract for the building of a \$50,000 dwelling-house at Al-

& W. T. Wilson have been accepted for a \$6000 church building to be erected for the Presbyterian Association, Richard K. Cross

Md.-Warehouse.-Peter Gro Baltimore, an will build four-story brick warehouse

Baltimore, Md.-Office Building.-The Mas sachusetts Building Co. (previously noted as to erect office building) has awarded conas to creet office building) has awarded con-tract to the George A. Fuller Co., of Chi-cago and Boston, for the construction of the building, to be ten stories high, after plans by Winslow & Wetherill, and cost about \$400,000. Horace Slingluff, resident director, can be addressed.

Rel Alr. Md -- Residence -- Wyatt & Nolting, of Baltimore, have prepared plans for a summer residence for Dr. Howard A. Kelly, of Baltimore, to be built near Bel Air.

Blacksburg, Va.—Church, etc.—A Presby erian Church will be erected; address Prof , S. Randolph, Y. M. C. A. will erect

Brookhaven, Miss.—Church.—Chris Lars and Thomas H. Lewis have contract for rection of \$2500 church.

Christiansburg, Va.—Stores, etc.—A Ma-sonic building is proposed; address J. R. Johnson, J. W. Walters & Bro. will build three brick stores. James S. Childress will build a brick hotel.

Cornella, Ga,-School,-The city will build e. Addres

Crawfordville, Ga.—Business House.—John F. Holden will build a two-story business

Presbyterian congregation will build-hurch; address Rev. J. Frank Smith.

Decatur, Ga,-Courthouse,-Lowest bldde for construction of courthouse for De Kalb county is George E. Murphy, of Atlanta, at \$42,248

Elizabeth City, N. C .- Jall .- Board of supervisors of Elizabeth City will receive com-petitive plans for the new jail until February 15. Building to be two stories high, of brick, with three tiers of cells, ventilating system, plumbing, steam heat, and cost not more than \$8000. Address H. H. Holt,

Favetteville, Tenn.-Schoolhouse,-Harmes

Bros. have contract to build \$2000 school-

Gainesville, Ga.-Warehouse, etc.-W Canning & Bro, will erect a corrugated iron warehouse. Col. C. S. Dunlap will erect a arenouse. Con. C. S. prepared iron building. G. I rect a building. A. J. Mundy G. H. Prior will

Greenville, S. C .- Residences nd E. S. Hunter will each build re

Greenville, Texas .- A \$10,000 church buildwill be erected; address pastor Wesley

Gurley, Ala.-Residence,-H. A. Smith will build a residence.

Houston, Texas—Depot.—Sealed proposals will be received until February 1 for the erection of a brick and frame passenger sta-Plans and specifications now on file with passenger agents in Houston and Dallas and at office of C. F. W. Felt, chief engineer G. C. & S. F. R. R., Galveston, Texas. Address the engineer.

Huntsville, Ala. - Cottages. - The West Huntsville Cotton Mill will build twenty uble cottages.

Knoxville, Tenn.—Business Buildings.—It is reported that J. F. Tarwater will erect business buildings to cost \$425,000. Louisville, Ky.—Church.—Wilson & Rein-

have prepared plans for an addition to the Methodist Episcopal Church

Macon, Ga.—Hospital Addition.—A \$6000 addition will be built to Gresham Hospital.

Miami, Fla.—Store.—Townley Bros. have ontract to build a store building for M. 'ohen, of Jacksonville.

New Braunfels, Texas-Courthouse,-Bids New Braunfels, Texas—Courthouse,—Bids for the erection of the Comal county court-house will be opened February 12; structure to be three stories high, fireproof construc-tion, etc. Certified check for \$1500 re-quired. Plans and specifications on file with Ad Glesecke, county judge, New Braunfels, and with J. Riely Gordon, architect, Dallas and Austin, Texas

New Orleans, La.—Dwellings.—Building permits issued to J. Mulcahy for \$4500 frame cottage, to H. W. Karf for \$1200 cottage, Leon Baudeau for \$1200 cottage and to Widow George Dick for \$1500 cottage.

Norfolk, Va.—Residences.—H. S. Herman will build two three-story brick residences: R. E. Baylor, contractor.

Norfolk, Va.-Auditorium,-An auditori to accommodate 5000 people will be built Virginia Beach by a Chautauqua association J. S. Groves can be addressed.

Parsons, W. Va.—Courthouse.—Frank P. Milburn, of Charlotte, N. C., will prepare plans and specifications for the courthouse, for which \$30,000 will be expended. Address W. E. Cupp and W. R. Davis, commis-

Port Lavaca, Texas—Depot.—The Sou ern Pacific Rallroad will build a depot; H. Brightwell, agent.

Rome, Ga.—Opera-house.—J. B. Nevin will remodel and rebuild the Rome opera-house after plans by W. F. Denny, of Atlanta.

San Antonio, Texas-Infirmary, etc.-Pro posals will be received until February 7 for rection of two wings and infirmary. Plans and specifications can be seen at office of J. Riely Gordon, Dallas and San Antonio; W. W. Macgregor, superintendent.

Sheffield, Ala.—Depot.—It is probable that union depot will be built in the near fu-ure; N. R. Adriance, superintendent, North-Alabama Railway

Washington, D. C .- Dwellings .- J. C. Wid will erect two brick houses; John H. ters will build seven houses, two sto-Walte s, 17x31 feet each

Washington, D. C.-Depots, etc.-The Southern Railway Co. will probably erect about fifteen station buildings during '98, expending about \$42,000 for same; Frank S. nanager.

Waxhaw, N. C .- Mercantile Building .- The McCain-King Mercantile Co. will erect ge mercantile building after plans now ng prepared by C. C. Hook, of Char e, N. C.

#### RAILROAD CONSTRUCTION.

#### Railways.

Md.-It is reported that the Western Maryland Company has determined to build the proposed branch from Hagers-town to its Shippensburg division, a dis-tance of about ten miles. John M. Hood, at Baltimore, is president of the company.

Barnwell, S. C.—It is reported that the Atlantic Coast Line is surveying a road from Barnwell to Denmark, S. C. John R.

Kenly, at Wilmington, N. C., is general man-

Beaumont, Texas.-It is reported that arrangements have been made for the exten-sion of the St. Louis Southwestern system from Lufkin, Texas, to a connection with the Gulf, Beaumont & Kansas City road at Kirbyville. The division to be extended known as the Tyler Southeastern Railre S. W. Fordyce, at St. Louis, is general mager of the St. Louis Southwestern.

Bluefield, Va.-J. M. Barr, of Roan rice-president of the Norfolk & Western Railroad Co., advises the Manufacturers' Record that the company has received a proposition to build a standard-gauge road along the Tug river, a distance of twelve miles. This is the road already referred to in this column.

Brady, Texas.—The people of Brady have appointed a committee to consider an extension of the Colorado Valley Railroad to that place. It is proposed to raise a bonus of \$30,000 for this purpose. H. I. Wheatcroft, at Sweetwater, is president of the

Buford, Ga.—Business men of Buford are forming a company to build a railroad to Lawrenceville, Ga., a distance of twelve miles. Among those interested is Bona Allen.

Cole City, Ga.-C. T. Watson, treasurer of the Southern Mining Co., informs the Manufacturers' Record that the company is building five miles of railroad to iron-ore beds it controls. The extension will be com-pleted about April 1.

Dallas, Texas.—What is known as the Texas Rellef Railroad Co. is being formed by Barnett Gibbs, T. C. Harry, R. S. Kimbrough and others. It is proposed to build a line from Dallas to the Gulf of Mexico by popular subscriptions.

Dover, N. C.—A correspondent of the Manufacturers' Record writes that the Dover & Southbound Railroad Co. Is extending its line from Richlands to Kinston, N. C., on the Atlantic Coast Line, a distance of twenty-five miles. J. J. Street, at Dover, is managed. is manager.

Eldorado, Mo.—The Kansas City, Eldorado & Southern Railroad Co. will hold a special meeting March 31 at Rich Hill, Mo., to decide upon an issue of \$450,000 in 6 per cent. bonds to construct a portion of its prop en Eldor do Sprin nd Rich O. H. Picher, at Rich Hill, is of the company. Hill nt of the

Elizabeth City, N. C.-A correspondent of the Manufacturers' Record states that the the Manufacturers' Record states that the proposed railroad between Elizabeth City and Suffolk, Va., if built, will probably be in the interest of Suffolk & Carolina Railroad, of which W. H. Bosley, of Baltimore, is president. It will be about thirty miles in length.

Fairmont, W. Va.—The Fairmont Electric Railway Co. has been chartered by John B. Crane. Charles E. Manley and others, of Fairmont, and Thomas W. Fleming, of New York. The company intends building a line through Marion and Harrison countles.

Fort Smith, Ark.—The Fort Smith & Western Coal Railroad Co. has called a meeting to decide upon an increase of its capital stock to \$2,000,000 for the purpose of financing the railroad which it proposes building. E. C. Crandall is president of the

-A co mpany has be organized under the title of the Fort Worth & Northwestern Railroad Co., with \$250,000 capital, to build a line from Thr \$250,000 capital, to build a line from Throck-morton to Fort Worth, a distance of 126 miles. B. B. Paddock, W. A. Paddock and J. M. McDowell, of Fort Worth, also W. H. Cargill, of La Cross, Wis., are among those interested in the company.

Fredericksburg, Va.-A bill is pending in the legislature to incorporate the Fredericks burg & Rappahanneck Railroad Co.

Hamburg, Ark.-L. A. Cole, of New York, hamburg, Ark.—L. A. Cole, of New York.
has been elected president, and J. M. Parker
general manager, of the Mississippi River,
Hamburg & Western Railroad Co. It is reported that a contract has been given out for forty miles of this line to parties in Colorado, and that this portion of the line is to be completed by July 1. Mr. Park address is at Hamburg.

Hanceville, Ala.-It is stated that the proosed railroad from Hanceville to the mines in Blount county will be about twelve miles long and will be a branch of the Louisville & Nashville system. Robert H. Stevens, of Birmingham, is reported as in-terested in the mining enterprise.

Houston, Texas.—It is reported that the Houston, East & West Texas Railroad Co. is relaying its entire line between Houston and Shreveport, La., with 60-pound rails,

and that all but fifteen miles of the work

Hutchinson, Kan.—Robert G. Weeks and Edward Reamer, of New York; James McKinistry, of Hutchinson, and John Mar-tin, of Topeka, are interested in the Ne-braska, Topeka & Gulf Railroad, which has been chartered in Kansas to build a railroad through Nebraska, Kansas and Texas to the Gulf of Mexico. The capital as named is

Monterey, Tenn.-It is reported that C. H. Williams and others have made arrange-ments to build a railroad in Fentress county, between Glen Mary and Monterey.

Montgomery, Ala.—It is reported that ninety-four miles of the division of the Moninety-four miles of the division of the Mobile & Ohlo system between Montgomery and Columbus, Miss., are completed, out of 167 miles. The bridge across the Alabama river is also nearly ready for trains. The Hanover Construction Co., at Montgomery, is general contractor of the work.

s general contractor of the work.

Newport News, Va.—A bill is pending in the legislature to incorporate the Newport & Old Point Railway & Electric Co. Among those interested are Carter M. Braxton and M. A. Post, of Newport News, and M. E. Ingalis, of Cincinnati, president of the Chesapeake & Ohio Railroad Co.

apeake & Ohio Railroad Co.

Newport News, Va.—The Chesapeake & Hampton Roads Railroad Co. secured a charter to construct its proposed electric line. Among those interested are R. M. Bickford, of Newport News; A. M. Watson, of Portsmouth, Va., and George W. Booker, of Fortress Monroe. [This company, it is understood, is separate from the one already referred to in this column in which M. E. Inzalls and others are interested.—Ed.] Ingalls and others are interested .- Ed.]

Norfolk, Va.—The Norfolk, Virginia Beach & Southern Railroad Co. has decided to ex-tend its line to property near the Princess Anne Hotel, owned by the Chautauqua Co. B. P. Holland is general manager of the

company.

Petersburg, Va.—It is reported that the Richmond, Petersburg & Carolina Railroad Co. has purchased most of the material for constructing its line between Petersburg and Ridgeway, N. C., and that tracklaying is to begin in a few days. De Witt Smith, of 50 Broadway, New York, is president of the company.

Pine Bluff, Ark.—S. W. Fordyce, one of the directors of the Pine Bluff & Eastern Railroad Co., advises the Manufacturers' Record that the line has been reorganized under the title of Pine Bluff & Arkansas River Railroad Co. It is proposed to ex-tend the line to Gillett, Ark.

Portsmouth, Va.—The Belt Railroad, under construction in the suburbs of Portsmouth, is expected to be completed about June 1. Its estimated cost is \$400,000. A. J. Cassatt, of 26 South Fifteenth street, Philadelphia, Pa., is president of the com-

pany.

Richmond, Va.—A bill is pending in the legislature to incorporate the Petersburg. Richmond & Northern Railroad, to be constructed from a point on the Potomac river to Petersburg by way of Richmond and Manchester, Va. The line would parallel the Richmond, Fredericksburg & Potomac Railroad. J. G. B. Woolworth, John S. Primrose, Geo. Catlin, of New York, and T. M. Deitrick and Merriwether Jones, of Richmond, are among those interested. The id, are among those interested, imum capital is to be \$250,000.

Richmond, Va.—A bill is pending in the legislature to incorporate the Laurel Rail road Co.

Romney, W. Va.—It is said that work will begin in the spring on a railway, beginning at Romney, Hampshire county, running up the South Branch of the Potomac, through Grant and Pendleton counties, West Virginia, and Highland county, Virginia, and connecting with the proposed Greenbrier twenth of the Chespreake & Ohio at Frest. branch of the Chesapeake & Ohie at Frost l'ocahontas county.

San Antonio, Texas.—Business men of San Antonio and Fredericksburg, Texas, are san Antonio and Fredericksburg, Texas, are promoting a new railroad line between these points. Among those interested are A. L. Patton and S. Hagen, of Fredericksburg. It is proposed to build to a connection with the Colorado Valley Railroad, now under construction between Sweet Water and Fredericksburg.

Sherman, Texas.—It is reported that the Texas Midland Railroad Co. will build an extension north through Omaha Territory to the connection of the Chicago, Rock Island & Texas system. It is understood that Mrs. Hetty Green, whose son, L. H. R. Green, of Terrell, Texas, is president of the Texas Wildrad is the outer. Texas Midland, is interested in the enter-prise. The road will be about 300 miles in

Sumfer, S. C .- A bill is pending in the

legislature to incorporate the Sumter & Wateree Rallroad Co.

Wateree Rallroad Co.
Tiptonville, Tenn.—The proposed electric Railroad between Tiptonville, on the Mississippi river, and Obion, on the Illinois Central system, which is being promoted by a company called the Obion & Tiptonville Rapid Transit Co., will be about thirty miles long and will be operated by electric-power. William Wilson is president, and J. M. McDowell, vice-president; W. B. Southgate, of Nashville, Tenn., is chief engineer.
Victoria, Texas.—The Guadalupe Valley Rallway Co., it is stated, has given a con-

Victoria, Texas.—The Guadainpe Valley Railway Co., it is stated, has given a con-tract for its line between Victoria and Alli-gator Head, fifty-one miles, to J. H. Bar-rett. The company expects to have the road completed within three months. John P. Nelson, at San Antonio, Texas, is general

Welch, W. Va.-The plan to build a branch Welch, W. Va.—The plan to build a branch of the Norfolk & Western Railway along the Dry Fork and Tug rivers, in McDowell county, has resulted in the formation of the Ineger & Southern Railway Co., with a capital stock of \$25,000. Among those interested are James E. Brown, of Charleston, W. Va.; William Ritter and James A. Hamili, of

#### Street Railways.

Chattanooga, Tenn.—It is stated that the hattanooga Rapid Transit Co. has pur-Chattanooga Rapid Transit Co. has purchased equipment and rolling stock and will operate the roads to East Chattanooga, Ridgedale and other points in the suburbs by electric-power. It is understood that the East End Railroad is to be extended to Chickamauga Park. S. W. Divine may be addressed. ddressed.

Kansas City, Mo.—It is reported that the Tenth Street Railroad Co. has determined to change its motive power from cable to electric. The line may also be extended two miles beyond its present terminus. F. Bloss

Knoxville, Tenn.-It is understood that a syndicate of Baltimore people, represented by Hon. William A. Fisher and John M. Steele, are negotiating with C. C. Howell, of Knoxville, with the view of making in-vestments in the street railway system, also the electric-light companies of the city, and that the railway lines may be ex-tended.

Savannah, Ga.—Surveys have been made for a street railway in the suburbs to reach the plant of the Georgia Car & Manufactu-ing Co. It will be an extension of the Sa-vannah Traction Co., of which J. S. Collins is managing director.

#### Machinery, Proposals and Supplies Wanted.

Manufacturers and others in need of machinery of any kind are requested to consult our advertising columns, and if they cannot find just what they wish, if they will send us particulars as to the kind of machinery needed we will make their wants known free of cost, and in this way secure the attention of machinery manufacturers throughout the coun-The MANUFACTURERS' REC-ORD has received during the week the following particulars as to machinery that is wanted.

Barrels, etc.—Southern Pickle Works, Bes-semer, Ala., wants addresses of makers of barrels, half-barrels and kegs suitable for

Boiler.—Wanted—A boiler of 125 hor ower; must be in best condition. Addre C. R. M., care of Manufacturers' Record

Boiler and Engine.—See "Electric-light Plant."

Boiler and Engine.—Arlington Oil & Fer-ilizer Co., Arlington, Ga., wants a 90-horse-lower boiler and 90-horse-power engine; ond-hand

Boiler and Engine.-B. D. Smith & Bro Pulaski, Va., are in the market for a 12 horse-power boiler and an eight-horse-power (both horizontal): to be delivered

Bottling Plant. etc.—Bellevue Mineral Springs, Dr. O. E. Thomas, proprietor, 1611 Main street, Columbia, S. C., wants to buy equipment for bottling mineral waters; also siphon carbonating machine, small force pump; also wants to buy bottles half gal-lon capacity, quart siphons, packers' skele-ton frames, etc.

Brick Machinery.—Company will buy equipment of brick machinery for daily es-pacity of 30,000; address Wm. P. Fraser, Devereux street, Natchez, Miss.

Brick Machinery.—Thomas P. Alston, St. augustine, Fla., wants prices on brick and ile machinery.

Brick Machinery.-Reed Brick Works, Ab beville, Ga., is in the market for a pug mil new or second-hand, suitable for stiff iro

Brick Machinery .- J. L. Cooksey, Clifton S. C., wants price-lists of brick machinery and equipment complete for works.

Broom Factory.—R. E. Burriss, Columbia, C., wants to buy machinery and material om factory.

Building Material.-C. W. Pitchford, Walhalla, S. C., wants prices on Iron front, plate glass, stone fronts, stone windowsills,

Canning Machinery.-Peter Chaffin, Re public, Mo., wants prices on canning eq ment, open boiling tanks, one No. 1 20,000, and one No. 2 10,000 can capacity per day.

Crusher.—Wanted—A crusher of 60 to 100 tons capacity daily. Address C. R. M., care of Manufacturers' Record.

Disintegrator.—Jones Fertilizer Works, Red Bank, N. J., wants a disintegrator and 20-horse-power engine; second-hand.

Electrical Machinery.—F. H. Davis & C 53 State street, Boston, Mass., want to b 100-light, 500-light, 110-volt dynamo.

Electrical Machinery.-See "Motor."

Electrical-light Plant.—Piedmont Ciothing Manufacturing Co., Charlotte, N. C., is in the market for 150-light dynamo, five-horsenower motor, 20-horse-power high-speed au-comatic engine and 40-horse-power steel ubular boller.

Electric - light Machinery. - Chestertown Electric Light Co., Atlee H. Tracy, president, Chestertown, Md., Is in the market for a 100-horse-power Coriiss engine, a 50-kilowatt 1000-volt alternating-current dynamo and a feed pump for 100-horse-power boller.

Engine.-See "Electric-light Machinery. Engine.—F. R. Penn Tobacco Co., Reids-ville, N. C., is in the market for 50-horse-power engine (Corliss).

Engine.—Jones Fertilizer Works, Red Bank, N. J., wants a 20-horse-power engine and disintegrator; both second-hand.

Engines. - See "Marine Engines."

Engines.—F. H. Davis & Co., 53 Statestreet, Boston, Mass., want to buy two 1 inch Corliss engines and a six-horse-powertable engine.

Fertilizer Machinery.—A. G. Cox, Winter ille, N. C., wants prices on fertilizer ma

Fire Equipment.-James G. Bant retary, Mount Airy, N. C., wants hook and adder truck with outfit complete.

Flour Mill.—J. C. Brewer, Bowles, N. C., vants addresses of builders of roller flour

Flour Mill.-H. M. Bivens, Gibbs, Tenn. auts a small roller flour mill.

Furniture Machinery.-C. O. Brown, erville, N. C., wants prices on light fur iture machinery.

Furniture Proposals.—Bids will be opene February 28 at Gatesville, Texas, for sup plying wood and metal furniture for court plying wood and metal furniture for court-house at Gatesville. Samples will be re-quired and certified checks from bidders. Specifications on file with county clerk at Gatesville and at office of W. C. Dodson, architect, Waco, Texas.

Gasoline Engine.—R. C. Iverson, Senola, ia., will want a light gasoline engine.

lee Machinery, etc.—The city of San Antonio, Texas, will need refrigerating machine for market-house. Address Theo. Vinke, city cierk.

Iron-working Machinery. See

Knitting Machinery.—J. G. Collier Co. Barnesville, Ga., wants addresses of maker of machinery for manufacturing ribbed un

Knitting Machinery.—George E. Hatcher Macon, Ga., wants information and prices on underwear manufacturing machinery.

Lumber Plant.—W. O. Stamps, manager, Lawrence Lumber Co., Greenville, Texas, will probably want heavy combination six-roll planer adapted to all classes of work, with Shimer heads for flooring, ceiling, etc.; single machine and bolter; short-log mill for boiting felloe and spoke material, and other machinery.

Machine Tools-John Summersgill, Ph City, Ala., wants roller lathes and roller stock for roller-covering shop.

Machine Tools.—F. H. Davis & Co., 53 State street, Boston, Mass., want to buy

two 14-inch Corliss engines; iron lathe, 40 to 80-inch swing, 12 to 18-foot bed; iron lathe, 20 to 36-inch swing, 20 to 30-foot bed; shaper, six-horse-power portable engine, pair of horizontal water-wheels, one 100-light, one 500-light, 110-volt dynamos.

Machine Tools.—R. C. Iverson, Senola, ia., will need a self-feed foot-power rivet

Machine-tool Supplies.—D. R. Stewart, shellman, Ga., wants bits for planer.

Marine Engines.—P. R. Tunstall, Mobile, Ma., wants prices on a pair of engines, ighteen inches by six feet, similar to those sed on Mississippi river boats.

Motor,--A. L. Welch, Anderson, S. C., cants to buy a 30 to 40-horse-power motor. Motor. — American Skirt Manufacturing Co., Baltimore, Md., care of W. H. Tunis, wants a two or three-horse-power motor; second-hand.

Oll Mill.-R. G. Scott, Jr., & Bro., Salt Creek, Va., want to buy machinery complete for a sassafras-oll mill.

Paper-mill Machinery,—W. S. Yource, Shreveport, La., wants to correspond with makers of paper-mill machinery, with a view to buying equipment,

Pump .- See "Bottling Plant."

Pump.—See "Electric-light Machinery." Pumps. - See "Sugar-factory Machinery."

Railway Equipment.—Receivers of Balti-more & Ohio Railroad will petition the court to allow the purchase of 5150 new cars on a mileage basis; 3250 box cars and 1900 coal cars are proposed. Address John K. Cowen and Oscar G. Murray, receivers. Baltimore, Maryland.

Railway Equipment.—Southern Railway Co.'s contemplated improvements for '98 co.'s contemplated improvements for '98 will necessitate 100 miles of new steel rails about \$200,000 expenditure); Frank 8. Gan-ton, general manager, Washington, D. C.

Railway Equipment.-Guilfoux & Blane, New Iberia, La., want prices on 25-pound laying rails; will need about 500 tons in ferent lots, with necessary spikes, pla

Rice Mill.—P. R. Tunstall, Mobile, Ala, wants description and price on small rice mill; new or second-hand.

Roofing, etc.-See "Sugar-factory Machin-

Sassafras-oll Mill.-See "Oll Mill."

Saw Mill.-F. T. Jones, Smyrna, Va. o the market for a second-hand saw

Saw Mill.-Aberdeen Lumber Co., Aber deen, N. C., wants to obtain prices and es-timates of rebuilding and furnishing its Saw Mill,-Cole Vasser & Co., Cluttsville

Ala., want medium size saw mill complete. Solder Factory.—Peter Chaffin, Republic, Mo., wants machinery for equipping solder factory.

Sorghum Machinery.—W. 8. Wilkerson. Hickory, 8. C., wants to correspond with makers of machinery for manufacturing orghum molasses

Steel Casting, etc.—H. A. Weller, Heiser Thread Cutter Co., Orwigsburg, Pa., wants to arrange for steel casting and finishing

Stove Patterns.—The Southern Co-opera-tive Foundry Co., Rome, Ga., wants to buy several small light cooking-stove patterns, five sizes of wood-heating stove patterns and five sizes of coal-heating stove patterns.

Sugar-factory Machinery.—R. Martin, president R. Martin Sugar Co., Limited, St. Martinville, La., is in the market for machinery for sugar-house; needs 10-footvacuum pan, pumps, double effect, of 175,000 capacity, tanks and galvanized iron for covering purposes; covering needed is skylven. covering purposes; covering needed is sixty squares No. 27 to 28 flat galvanized iron.

Sugar Machinery.-See "Sorghum Machin

Water-wheels, F. H. Davis & Co. State street, Boston, Mass., want to be pair of horizontal water-wheels.

Woodworking Machinery.—W. S. Wilker son, Hickory, S. C., wants to correspond with makers of machinery for manufactur-ing plow stocks, etc.

Woodworking Machinery.—Maysville Man-ufacturing Co., Maysville, Ga., wants quo-tations on sawtable with countershaft.

Woodworking Machinery.-See "Lumber

Woodworking Machinery.—G. C. Harris & Co., Johnson City, Tenn., want an automatic self-centering hoe, rake and forkhandle lathe; second-hand preferred (Defiance)

Woodworking Machinery.—W. G. Mathes, Johnston City, Tenn., wants addresses of

manufacturers of machinery used for the

Woodworking Machinery.-See "Furniture

Woodworking Machinery. — Atlanta Machine Works, Atlanta, Ga., wants saw for cutting beams up to fifteen inches; second-

#### TRADE NOTES.

Ice Machine.—Messrs. John Featherstone's Sons, of Chicago, III., have obtained con-tract to install a 125-ton ice machine in the brewery of the Schmulbach Co., at Wheel-ing, W. Va.

Knitting Mills.—Mr. W. G. Maxwell, of the Wool Exchange Building, New York city, is prepared to introduce knitting mills at any favorable point in the South with the utmost speed and perfection.

Attention, Manufacturers!—A good plant, ready to be converted into a yarn, hosiery or other factory, is now being offered for sale by "Plant," care of Manufacturers' Record. The property is located in North Carolina and includes five-story 100x50-foo

Pump Works Busy.—The Deane Bros. Steam Pump Co., of Indianapolis, Ind., never was more busy than at the present time. It is now employing a full force and running fifteen hours a day. It is contemplated to put on a double force to run night and day. Orders enough are on the books to keep the works busy for several months.

Buckeye Engines,—Contracts have beet received by the Buckeye Engine Co., of Sa lem, O., for four tandem compound engine of 185 horse-power each, to be direct con nected to dynamos in the new postoffice building at Washington, D. C. Contract for these engines was received from J. T. Cas-tle, sale agent, through the McCay-Howard sale agent, thro

Cotton-mill Castings.—A specialty is made of cotton-mill castings by the High Point Machine Works, of High Point, N. C. Besides its general line, the company is meeting with marked success in the production of its engines. Orders for these engines are coming in rapidly this month, and prospective haves of such types of machinery are of such types of machinery are vited to investigate

Resigned Position.-Mr. Frank A. Roger has resigned his position as general man-ager of the Card Electric Co., of Mansfield, After a service of two years Mr. Roger O. After a service of two years Mr. Rogers severs his connection entirely with the com-pany. Mr. Rogers was formerly connected with the Brush Electric Co., of Cleveland, O., serving continuously for fourteen years, and was latterly with the Short Electric Railway Co.

Another Government Order, The government order received by the Buffalo Forge Co., Buffalo, N. Y., is that for the blowers and engines required for revenue blowers and engines required for revenue cutter No. 6, now building by the Columbian fron Works & Dry Dock Co., at Baltimore This engine is of the double enclosed up-right type; fan is a special and peculiar dis-charge machine which only is adapted to limited space.

Heintz Traps.—The Wm. 8. Haines Co., 136 South Fourth street, Philadelphia, Pa., reports that in January, '96, there were 25, e00 Heintz traps in use; in January, '97, 50,000; January, '98, 125,000. This is an increase of 75,000 over last year, and is claimed to be the largest increase ever known in the trap business. It certainly indicates the interest taken by the manufacturer in steam-saving devices.

Change of Names.—The name of the water-tube steam and hot-water heater, hereto-fore known as the "C. R. Meres" and manu-factured at Norwalk, O., by the C. R. Meres Heater Manufacturing Co., has been changed to the "Duplex" and will be manu-factured by the S. W. Owen Co., of Norwalk. ased facilities and the late patent at neut for domestic hot-water supply is making this system very popular.

Iron-working Machinery for Europe, -- The Iron-working Machinery for Europe.—The planers manufactured by the Detrick & Harvey Machine Co., of Baltimore, Md., are rapidly acquiring a world-wide reputation on their merits. Recent orders received by the firm necessitated operations being conducted day and night. Last week orders called for one planer for England and for two to Berlin, while recent shipments have been need to France Budguest Mexica and ide to France, Budapest, Mexico and Costa Rica

n Sense Exhaust Head.-The ma ufacturers of this device are calling the at-

tention of practical engineers to its merits by offering to give \$10 for the best reason by offering to give \$10 for the best reason why the "Common Sense" exhaust head is not the very best exhaust head made. They say frankly that they do not think there is any reason, but if there is they are willing any reason, but if there is they are willing to pay for the information. Assuming that most engineers would rather tell of the good points of the "Common Sense" exhaust head, another prize of \$10 is offered for the best reason why the "Common Sense" is the very best exhaust head made.

Particulars may be obtained of Messrs. be obtained of Messrs Particulars may Bingham & Co., 242-246 Cherry street, Phila

A New Packing.—The Boston Belting Co., Boston, Mass., is placing upon the market a spiral round piston and valve-rod packing which they designate as "Nox-All," a trade-mark which they are now applying to various other lines of goods as well as packing. The Nox-All packing is made in the form of a continuous spiral coll and consists of a round red rubber core surrounded by layers or plies of specially woven duck, and the outside is thoroughly coated and lubricated with a select grade of fine plumbage entirely free from acid or grit. This packing is soft, clustic and durable, will withstand the heat of high-pressure steam, and combines all of the desirable features of a first-class piston and valve-rod packing. first-class piston and valve-rod packing ox-All packing is put up in rectangular rape boxes of maroon color, containing

The firm of A. K. Robins & Co., of Balti The firm of A. K. Robins & Co., of Batti-more, is making a specialty of canning and pickling machinery and is offering packers some very improved apparatus of this kind. It is prepared to quote prices on complete outfits, including the necessary kettles, cranes, capping machines, tools, etc. These plants have a capacity of from 2000 to 10, plants have a capacity of from 2000 to 10,000 cans and upwards per day, and are composed of apparatus which is durable and modern in every respect. In addition to their outilits, Messrs, Robins & Co, are in a position to furnish cans in any quantity at a very low price, also lables, solder, cases, soldering fluid, seeds, etc. They have recently issued a circular which contains careful estimates of the cost of various kinds ful estimates of the cost of various kinds or moor used in preparing fruit and vege-tables, also the number of cans which can be packed from a bushel of different ar-ticles, the yield per acre and many other facts very valuable to those who may in-tend engaging in this business and to those already interested. Anyone desiring further information may address them at 724 East Pratt street, Baltimore. of labor used in preparing fruit and vege

Large Contract from England.-The Gen Large Contract from England.—The General Electric Co. has received orders from the British Thomson-Houston Co., Limited, covering the complete locomotives for the Central London Underground Railway. The original contract between the two latter companies included, with the special generators and other electrical contracts. ess motors and other electrical equipment. thirty-two locomotives for this important underground system, but these, it was supposed, would have been built in England. The decision to confide the construction of the locomotive cabs and trucks, as well as the electrical Co. is dictated by the desire to have the locomotives built complete under the same supervision. The locomotives will each weigh about forty-five tons, and will be equipped with a total of 800 horse-power in motors. The trains to be hauled will be made up of five cars, giving a total load of 150 tons, ten tons heavier than the ordinary Manhattan Elevated train. The schedule speed will be fifteen miles an hour. The diameter of the tunnel being eleven feet six inches only, motor cars could not be used. The entire electrical equipment will, therefore, be placed on locomotives. thirty-two locomotives for this important therefore, be placed on loca

Northern Generators and Motors.-We of attention to the new advertisement on page 22 of the Northern Electrical Manufacturing Co., Madison, Wis. This company manufac-tures a full line of modern, slow-speed steel tures a till line of modern, slow-speed steel motors and generators from one horse-power to 150 horse-power, both belted and direct-connected types; also makes a specialty of enclosed steel motors for factory and mine use. These motors are built interchangeable in all their parts, even in the windlines of the armatures; are also poswindings of the armatures; are also pos-sessed of the valuable feature that they require absolutely no floor space and run in any conceivable position—upside down, sideays or in any manner suitable to the tain kinds of machinery, printing pres

The Northern Company has recently perfected a very simple device by means which the speed upon a motor of 1000 rev lutions may be conveniently reduced to 100 revolutions without introducing resistance this device only adds a few dollars to the price of each motor upon which the attachment is placed. Illustrated catalogues sent to all applicants.

#### TRADE LITERATURE.

Governors.—One of the most important of steam specialties is a good governor. In a pamphlet issued by the Standard Steam Specialty Co., of 83 Centre street, New York city, the "Utility" governor and other devices of the company are fully described and illustrated. Copies on application.

A folder issued by the New York Fire-proof Covering Co., of 207 Havemyer Buildproof Covering Co., of 207 Havemyer Build-ing, New York city, is devoted to an ex-planation of the company's new idea in covering for piping, both in households and power plants, etc. The company's address is now as given, instead of 36 Cortlandt street, as formerly.

Giant Excavators.—Plans, specifications and prices of the "Giant" and "Little Giant" excavators are given in the new catalogue of the maker just issued. These machines have become widely and well known by reason of their general efficiency, and they are manufactured by the Vulcan Iron Works. Co., of 2015. In Contract trees. Works Co., of 205 La Grange street, To

Harness Snaps, etc.—The new catalogue f the Covert Manufacturing Co., of West or the Covert Manufacturing Co., of West Troy, N. Y., contains a full list with prices and descriptions of their line of harness snaps, web and rope goods, chain goods, etc., manufactured by the company. Impor-tant changes have been made in this cata-logue and it supersedes all previous ones. Business with the Covert Company is re-Business with the Covert Company is re-markably active, and in fact so many orders are on file at present that operations have to be inaugurated by night comm lng February 1.

The Columbia Water Power Co., of olumbia, S. C., and Boston, Mass., is to be congratulated on the latest accession it has made to its excellent corps of officials, namely, in the person of William C. Hawkins, who has assumed the position of managing engineer for the company. Mr. Hawkins is a young man in years, but comes to the Columbia Water Power Co. not an unknown quantity, but tried and experienced in business and in engineering and electrical work. He graduated at the Stevens Institute of Technology at Hoboken, N. J., as a mechanical engineer, and was thus fully equipped with the best technical and practical education to serve as a foundation for his future work in life. His first position was with the Campbell Press Co., of Brooklyn, N. Y., as a machinist and draughtsman. At the end of about seven months he left this place to asume the more responsible position of assistant engineer of the Third Avenue cable road of New York while the plans of its construction were being made. He then ventured to try his fortune in Cen tral Africa, accompanied by a friend, but, after some ten months' activity, mis fortune overtook him in the form of an attack of yellow fever, from which he reovered only after a narrow escape from death. Returning home to his parents to convalesce and regain his strength, after six months' rest, he became connected with the Link Belt Engineering Co., of Philadelphia, as mechanical draughtsman. Mr. Hawkins then branched out for himself once more, with better fortune than his Central American experience netted him, and, in partner ship with two others, purchased the Ply mouth (Mass.) Electric Light Co. from the Thomson-Houston Electric Co. Here he demonstrated his business and me chanical ability by bringing this concern to a good paying basis and to a satisfactory mechanical condition. This accom plished, he left the running of the Ply mouth business to his partner, though still retaining his interest in the same,

and accepted an offer from the Concord (N. H.) Land & Water Power Co. to fill the position of superintendent of its plant. Here Mr. Hawkins demonstrated his excellent executive ability and added to the successes he had already made in other places. On leaving Concord to accept his present position the regard and high esteem in which Mr. Hawkins was held by the officials and employes was shown in material form by a banquet tendered him, at which he was the recipient of a suitable present, and testimony of the appreciation of his efforts was honestly given by both officials and em-

The Columbia Water Power Co. is engaged in the generation of electric-power for manufacturing purposes. Two large cotton mills, located on the company's land, are operated by electricity, taking their power from the company's plant The Columbia Mill, making cotton duck, is the first mill in the world built to be run by electricity, and the result has been highly satisfactory. The noiseless, cleanliness and speed attained by use of electrical power in this mill are marvelous, and perfect order characterizes the establishment throughout.

Mr. Hawkins will himself superintend the installation of the plants of those who desire to locate on the company's land or ourchase power of them. He will divide his time between Columbia and the company's office in the Exchange Building, in Boston, as the business may demand.

Visitors to Florida may be interested in an extract from a letter of Mr. John L. Williams, the Richmond banker, to the Manufacturers' Record, in the course of which he says, writing of the Valencia House, St. Augustine: "This house is about the genteelest, cleanest and most comfortable half-hotel I have ever seen.

#### FLORIDA.

#### Personally Conducted Tour Pennsylvania Railroad. Tour via

The next Pennsylvania Railroad tour The next Pennsylvania Rainfoad four to Jacksonville, allowing two weeks in Florida, will leave New York and Philadelphia by special train of Pullman palace cars Tuesday, February 8. Excursion tickets, including railway transportation, Pullman accommodations (one berth), and meals en route in both directions while traveling or the special train. while traveling on the special train, tions while traveling on the special will be sold at the following rates: York, \$50.00; Philadelphia, \$48.00; andaigua, \$52.85; Erie, \$54.85; Wharre, \$50.35; Pittsburg, \$53.00, ar proportionate rates from other points. For tickets, itineraries and full impation upply to ticket agents: The Can-Will

mation apply to ticket agents; Tourist Agent, 1196 Broadway, New York; or address Geo. W. Boyd, Assistant General Passenger Agent, Broad Street Station, Delibed, his

#### CALIFORNIA.

#### Personally Conducted Pennsylvania Railroad.

Pennsylvania Railroad.

The next personally conducted tour to California via the Pennsylvania Railroad will leave New York, Philadelphia and Pittsburg by the "Golden Gate Special" on Wednesday, February 16, stopping at the Great Mammoth Cave and New Orleans during the Mardi Gras Carnival. Four weeks will be allowed on the Pacific Coast. Returning, stops will be made at Salt Lake City, Colorado Springs (Garden of the Gods), Denver, Chicago, etc. Round-trip rate, including transporter. (Garden of the Gods), Denver, Unicago, etc. Round-trip rate, including transportation, meals, carriage drives, hotel accommodations and Pullman accommodations en route, and Pullman berth Los Angeles to San Francisco, and transportation in California, \$335.00 from all stations east of Pittsburg; with hotel accommodations, meals, transfers and carronmodations. stations east of Pittsburg; with hotel accommodations, meals, transfers and carriage drives through California for four weeks, \$125.00 additional. An experienced chaperon will accompany the party for the benefit of the lady tourists. For itineraries and full information apply to ticket agents; Tourist Agent, 1196 Broadway, New York; or address Geo. W. Boyd, Assistant General Passenger Agent, Broad Street Station, Philadelphia.

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#### FINANCIAL NEWS.

The Manufacturers' Record invites infor mation about Southern financial matters, items of news about new institutions, dividends declared, securities to be issued, openings for new banks, and general discussions of financial subjects bearing upon Southern

No advertisements but those of a financia character will be accepted for this page.

#### For Investment.

The Mercantile Trust & Deposit Co. of Baltimore has been fortunate in securing a portion of the 5 per cent. bonds of the People's Gas Light & Coke Co. of Chicago. The bonds are secured by a first mortgage on property of several companies which are consolidated. The People's Gas Company, it is now stated, is paying a dividend of 6 per cent, on its capital stock, which is an indication of the business it is doing. It is understood that it controls practically the entire business of Chicago. These bonds are considered very desirable for investments.

#### New Corporations.

A new bank is being organized at Franklin, Tenn., with a capital of \$25,000.

The Commercial Bank has been ized with a capital stock of \$25,000 at Gloster, Miss., and will be in operation by the 15th of February.

The Virginia legislature is considering a bill incorporating the Mutual Fire Insurance Co. and the Union Indemnity Co. to do business in that State.

J. Theodore Oster, William Mohr and others are interested in a proposed banking company at Baltimore, to be known as the Union Banking & Trust Co., which is to have \$100,000 capital.

The Norfolk Trust & Safe Deposit Co. is being formed at Norfolk, Va., to do a general trust and deposit business. corporators are Walter H. Taylor, W. H. Peters, Walter H. Doyle, G. M. Serpell, Nathaniel Beaman, John L. Roper, R. A. Dodson, R. P. Voight, William Whaley, J. W. Perry, Edward R. Baird, Jr., J. P. Andre Mottu, W. J. Crosby, A. A. Krise, G. Lancaster Williams, E. G. Miner, Jr., S. C. Rowland, S. Q. Collins, J. D. Low enberg, James T. Borum and W. W. Chandler. The capital stock is to be not less than \$100,000 nor more than \$500,000.

#### New Securities.

The town of Elgin, Texas, has sold bonds to Chicago investors at par. The amount was \$9000.

The town of Cornelia, Ga., will issue \$4000 in bonds to construct a schoolhouse. The town clerk may be addressed.

The town of Suffolk, Va., has received authority to issue bonds from the State. The town clerk will give further information.

Underhill & Co., of New York, have purchased the issue of \$9000 worth of 6 per cent, bonds issued by the city of Fitzgerald, Ga.

The Capital State Bank, of Jackson Miss., has purchased \$16,000 in bridge bonds issued by Marion county, Mississippi, at 101.25.

The city of Athens, Ga., will probably ssue \$24,500 worth of refunding bonds. W. W. Turner, city clerk, will give further information.

The city of Portsmouth, Va., will probably issue an amount of bonds for redemption purposes. The mayor will give further information.

The city of Ronnoke, Va., has been authorized to issue \$15,000 in bonds, if necessary, for refunding purposes. The

mayor will give further information.

Bids will be received until February 19 for the \$100,000 worth of 41/2 per cent. clared an annual dividend of 6 per cent. through the club.

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bonds to be issued by the city of Charleston, S. C. J. O. Lea, city treasurer, may be addressed.

FINANCIAL NEWS:

For Investment..... New Corporations.... New Securities. Dividends and Interest... Financial Notes...

The town of Monroe, N. C., has received authority to sell \$30,000 in 6 per cent. bonds for water-works purpo James G. Covington, mayor, will give further information.

New York parties have purchased \$30, 000 worth of bonds of the city of Augusta, Ga., bearing 31/2 per cent. interest at par. This is one of the lowest interest-bearing bond issues ever floated in

It is stated that the city of Montgom ery, Ala., may determine to construct its own system of water works, and that it has disposed of an issue of \$600,000 in 41/2 per cent. bonds to provide funds for the improvement. Messrs. Sperry, Jones & Co., of Baltimore, it is announced, have obtained the entire issue.

#### Dividends and Interest.

The Bank of Florence, S. C., has de-

Members Baltimore Stock Exchange.

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## MIDDENDORF, OLIVER & CO. BANKERS AND BROKERS,

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Investment Loans. Dealers in Foreign Exchange. Drafts on Europe and Letters of Credit furnished.

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Southern Investment Securities, MUNICIPAL BONDS A SPECIALTY.
Correspondence Invited

## TO CONTRACTORS.

If you have any municipal bonds or warrants taken in payment for building waterworks, cours or school houses, jails, etc., write us. Conditions the forest head of the second sections.

F. M. STAFFORD & CO. Dealers in Southern Municipal Securities Chattanooga, Tenn.

## Mercantile Trust & Deposit Co.

OF BALTIMORE.
Paid-up Capital, \$1,000,000.
Surplus, \$1,000,000.

Surplus, \$1,000,000.

DEPOSITS RECEIVED
On which interest is allowed, governed by current rates obtainable.

TRUSTEES AND ADMINISTRATORS.
This company is a Legal Depository for funds in the hands of Trustees or Administrators, and allows interest on same pending distribution.
Authorized to act as Executor, Administrator, Guardian, Receiver or Trustee.
ACTS as Trustee of Mortingages of Corporations and accepts Transfer Agency and Registry of Stocks.
Safe Deposit Boxes for Rent.
Vaults supplied for Storage of Silver Chests, etc.

JOHN GILL, of R., President.

The Maryland Coal Co. has declared a dividend of 2 per cent, on preferred

The National Bank of Newberry, S. C., has declared a semi-annual dividend of

The Post-Dispatch Publishing Co., of Dardanelle, Ark., has declared a dividend of 10 per cent.

The Atherton Cotton Mills, of Charlotte, N. C., declared a dividend for the last half of 1897 of 31/2 per cent.

The Fidelity Trust & Safety Co. has declared a quarterly dividend of 2 per cent. at Louisville, Ky.

The Merchants & Planters' Bank of Clarendon, Ark., has declared a dividend of 10 per cent, for the year and has added 8 per cent, to its surplus fund.

The Sutherland Manufacturing Co., of Augusta, Ga., has declared a semi-annual dividend of 3 per cent.

#### Financial Notes.

The Bank of Livingston, Tenn., earned during the past year 10 per cent, on its capital.

The city of Alexandria, Va., has reently obtained a loan of \$15,000 at the remarkably low rate of 31/2 per cent. This is an indication of its financial standing

The United States Trust Co. of Baltiore has elected the following officers President, Miller R. Creighton; vice-president, Clarence Hodson; secretary and treasurer, Frank J. Kohler; assistant secretary, Eugene G. de Bullet.

The annual report of the Commercial Club of Knoxville, Tenn., shows that in the last three years \$983,000 in business has been secured to Knoxville entirely

## We Own and Offer

## \$200,000

5 Per Cent. 50-Year Gold Bonds (REFUNDING MORTGAGE)

## People's Gas Light and Coke Company

OF THE CITY OF CHICAGO.

#### FINANCIAL STATEMENT.

Gross earnings (year ending August I, 1897)...... Operating expenses (year ending August I, 1897)..... \$6,443,686.08

\$1,376,970,03

The bonds now offered are a first lien on the plant of the Chicago Economic Fuel Gas Company and on the property of the Suburban Gas Company, and also a general mortgage on all of the property and franchises now owned or hereafter to be acquired by the People's Gaslight and Coke Company, which has a perpetual franchise authorizing it to operate in all parts of the city. This company is now paying a dividend on its \$25,000,000 capital stock at the rate of 6 per cent. per annum, the market price of which would indicate an equity of \$25,000,000.

Application will be made to list these bonds on the Baltimore and New York Stock Fxchange. We offer these Bonds at 104% and interest, at which price they net 4% per cent.

MERCANTILE TRUST AND DEPOSIT CO.

## OF BALTIMORE. MARYLAND TRUST CO

Corner South and German Sts.

BALTIMORE.

CAPITAL, - \$1,000,000.

A LEGAL DEPOSITORY FOR COURT AND TRUST FUNDS.

Acts as Financial Agent for States, Cities, Towns, Railroads and other Corporations. Transacts a general trust business. Lends money on approved security. Allows interest on special deposits. Acts as Trustee under Mortgages, Assignments and Deeds of Trust; as Agent for the Transfer or Registration of Stocks and Bonds, and for the Devented of Stocks and Bonds, and for the payment of coupons, interest and dividends.

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#### SURETY BONDS.

## Fidelity & Deposit Company of Maryland

iome Office, Cor. Charles and Lexington Streets

BALTIMORE, MD. Total Cash Resources Over \$2,000,000.

Becomes SURETY ON BONDS for Contractors, and for all occupying Positions of TRUST. ACCEPTED AS SOLE SURETY by the United States Government and all States.

HERMAN E. BOSLER, Secretary and Treasure

EDWIN WARFIELD,
President.

#### PROPOSALS.

TREASURY DEPARTMENT, Office Supervising Architect, Washington, D. C., January 29th, 1896.—Sealed proposal's will be received at this office until 2 o'clock P. M. on the 19th day of February, 1896, and opened immediately thereafter, for all the labor and materials required for the hydraulic passenger elevator at the at U. S. Postoffice, Pueblo, Colo., in accordance with the drawings and specification, copies of which may be had at this office or the office of the Superintendent at Pueblo, Colo. The right is reserved to reject any or all bids and to waive any defect or informality in any bld, should it be deemed in the interest of the Government to do so. Proposals must be enclosed in envelopes, sealed and marked "Proposal for Hydraulic Passenger Elevator at the U. S. Postoffice, at Pueblo, Colo.," and addressed to the Supervising Architect.

TREASURY DEPARTMENT, Office Supervising Architect, Washington, D. C., January 22, 1896.—Sealed proposals will be received at this office until 2 o'clock P. M. on the 18th day of February, 1895, and opened immediately thereafter, for all the labor and materials required for the erection and completion (except heating apparatus), of the U. S. Postoffice building at South Omaha, Nebraska, in accordance with the drawings and specification, copies of which may be had at this office or the office of the Superintendent at South Omaha, Nebraska. The right is reserved to reject any or all bids and to waive any defect or informality in any bid should it be deemed in the interest of the Government to do so. Proposals must be enclosed in envelopes, scaled and marked, "Proposal for the Erection and Completion of the U. S. Postoffice at South Omaha, Nebraska," and addressed to the Supervising Architect.

A DVERTISEMENT for Proposals to Purchase in Bulk the Long-Established and Valuable Dry-Goods Business lately conducted in the City of Washington, D. C., by SEATON PERRY, now deceased.

THE UNDERSIGNED, executors of the last will and testament of SEATON PERRY, deceased, will and testament of SEATON PERRY, deceased, late of the city of Washington, District of Columbia, hereby give notice that until TUESDAY, the 15th day of February, 1898, at TWELVE O'CLOCK M., they will receive sealed proposals for the purchase, in bulk, and as a whole, of the stock of dry goods and merchandise, good will, leases, fixtures, and property of every kind, which belonged to the late SEATON PERRY at the time of his death, and was then in his place of time of his death, and was then in his place of business at the corner of PENNSYLVANIA AVENUE and NINTH STREET, N. W., in the

AVENUE and NINTH STREET, N. W., in the city of Washington, D. C.

All horses, wagons, harness and stable fixtures belonging to the said business are included in the property mentioned above. Book acounts due SEATON PERRY, cash on hand at the time of his death, bills receivable, bonds and stocks then belonging to him are not, nor are any of them, included in the above offer. included in the above offer.

The terms of sale will be, at the option of the purchaser, all cash, or one-third cash and the re-mainder in two equal payments at six and twelve months from the day of sale, evidenced by prom-issory notes secured upon unincumbered real estate double in value to the face of the said notes. All bids must be sealed and addressed to the undersigned executors at the office of the AMERI CAN SECURITY AND TRUST COMPANY, 1405 G Street, N. W., Washington, D. C. Bidders are invited to be present at noon on TUESDAY, are invited to be present at noon on TUESDAY, the 15th day of February, 1898, at the said office of the AMERICAN SECURITY AND TRUST COMPANY, at which time said bids will be opened. The Executors reserve the right to reject any or all bids.

For information apply to said Executors at the office of said Company.

MARY FARR PERRY and AMERICAN SECURITY AND TRUST COMPANY, Executors, under the will of SEATON PERRY, deceased.

DR PY MIXE d Plaster, Cement, Paint
w. p. punning,

# Insurance Agents.

Do you own a farm? The question is pertinent because a great many Insurance Agents even in the cities, and more largely of course in the towns, are owners of farm property. In many cases it is an incumbrance instead of a profitable asset. Or even if it yields a revenue this might be made larger. If you have any such interest as this in farming, stock raising, fruit growing, or any agricultural pursuit, don't you think you might find some valuable and helpful suggestions and ideas in a high-class periodical of Southern agriculture, such as the Southern States Farm Magazine? It is only a dollar a year. Don't you want it?

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Is showing great Commercial Develo

For Sale-Residences, Building Lots, Farms, Manufacturing and Hotel Sites.

An ideal city for a HOME. Full of historic in-terest. Cost of living is cheap and climate delight-ful. Educational facilities are unsurpassed. Garden produce of farms near Charleston is shipped to Northern and Eastern markets at good profits.

Exchange Banking & Trust Company, CHARLESTON, S. C.





It is rigidly, scientifically and mechanically con-structed. It drains out all the water. It keeps the hose in good order. The hose is not kinked, twisted, crushed or drawn to a tension as it is easily unreeled. It sells at sight. For catalogue and lists address

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## ASPHALT PAVEMENTS

HEALTHFUL

quare yards laid in eighteen years.

For plans and estimates apply to THE BARBER ASPHALT PAVING COMPANY. General Office, Il Brondway, New York.

# Welded Chrome Steel and Iron.



FOR SAFES AND VAULTS.

POSITIVELY BURGLAR-PROOF, Cannot be Cut, Sawed or Drilled. We are the only manufacturers of Chrome Steel in the United States. None genuine unless Stamped with our Trade Mark.

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# THE PECK-HAMMOND

Formerly THE PECK-SMEAD COMPANY.

Heating, Ventilating and Sanitary Engineers, HOME OFFICE, - CINCINNATI.

Operating in the Southern States.

CINCINNATI MEMPHIS ANNISTON HOUSTON ATLANTA LYNCHBURG, VA

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OFFERS COURSES IN

Mechanical Engineering, Electrical Engineering,

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nd Metallurgy, General Science, ure, Science for Teachers, and Physiology (as a preparation for Medical Schools). Mining and Metallurgy, Architecture, Anatomy For Descriptive Pamphlet apply to

M. CHAMBERLAIN, Secretary, Cambridge, Mass.

N. S. SHALER, Dean.

# The Columbia Water Power Co.

COLUMBIA, S. C.

Has Developed 10,000 Electric H .- P., Which They Offer For Sale In Large or Small Units for Manufacturing Purposes.

The Largest Electrical Horse-Power developed in the country outside of Niagara Falls. Ample power at all seasons of the year. Free from ice in winter. More economical than steam.

## COLUMBIA

Has a population of 25,000. It has educational advantages equal to any city in the country. The climate is equable and agreeable. Taxes are low and building material cheap.

Skilled Labor and Freedom from Labor Organization Interference.

Seven Railroad Systems Enter Columbia, Insuring Low Freight Rates to All Points.

THE CENTRE OF THE COTTON PRODUCING COUNTRY.

Boston Office, 53 State Street, Room 608,

GEO. WALLACE, Gen'l Mgr.

BOSTON, MASS.

The Hartzell Novelty Works, Alliance, O., U. S. A. WM. C. HAWKINS, Managing Engineer, Columbia, S. C.

This time last year

# PORT

The Kansas City, Pittsburg & Gulf R. R. was not completed.

The dredging had not begun.

The population was thirty-five souls.

Only a few buildings had been erected.

## Within the past year

The Kansas City, Pittsburg & Guli R. R. has been completed from Kansas City to Port Arthur, connecting the future seaport city of the Gulf with the district which produces 90 per cent. of the export and import food products of the United States.

Within less than one year we have completed nearly two miles of our seven and a-half mile canal.

In less than a year we have added 1400 to Port Arthur's population; put in extensive terminals; built a commodious passenger station; electric light plant; put a large addition to our hotel, "The Sabine"; built an export freight pier; sold over \$700, 000 worth of property; established two steamship lines, one to Liverpool and one to Mexican ports, and made the rapid growth of Port Arthur the marvel of the end of the century.

Port Arthur is the only active real estate market in the United States.

It is attracting attention of the entire country because it is the most logically located port in the United States.

#### GO SEE FOR YOURSELF.

The only way to appreciate and understand Port Arthur and the influence behind it is to investigate personally.

For all information write to

#### F. A. HORNBECK,

Land Commissioner Kansas City, Pittsburg & Gulf R. R., General Manager Port Arthur Townsite Company,

KANSAS CITY, MISSOURI.

## **PECIAL Advertisements** OF GENERAL Interest.

OPPORTUNITIES FOR INVESTORS.

ATTENTION, MANUFACTURERS!

agnificent plant, ready to be converted easily

YARN, HOSIERY

MILL or PLANT.

uated in best portion of Piedmont section of tern North Carolina. Main building too by so solid brick, slate manaard roof, five full es, steam elevator, good power, plenty of plabor. Will put plant into a stock comparent in any good line. On a gainst money or machinery, or both, to a tit in any good line. Suated in a good town, with splendid climate, relectric lights and railroad facilities. Full culars by addressing PLANT, care Manufacturers' Record.

## A No. I Location for Cotton Mills & other Manufacturing Enterprises.

A Natural Site.—Conveniently situated in Chilton County, Ala, in the midst of a large coton producing territory, and possessing all the natural advantages as to climate. Ilving water upply, railroad transportation and all the necessary requirements for a successful factory.

ary requirements for a successful factory.

An Abundance of Raw Material.—The prouct of Bibb. Chilton, Shelby and Autauga coun-Bibb. Chilton, Shelby and Autauga coun a part of Perry, Montgomery and Dalla: could be concentrated at a maximum haulage of not over forty miles. A great of high-grade cotton is annually pro

n this territ ry.

• Transportation Facilities. — The

n Railway runs through the property for

ce of one mile, and the Montgomery, Tus
& St. Louis runs through for three fourths

mile cessible and Adequate Water Supply.—A er-failing stream is within thirty yaros alroad at an advantageous point with d water sources close i cod quality and sufficient quantity is thin thirty miles of the place on both he railroads above named. are cheap (State and county) and no city

Building Material.—Sufficient quantities of the Finished Product can be shipped by com-structured true to any part of the United States or to

eting lines to any part of the College lines to any part of the College lines for export.

Extent of Territory is about 500 acres, adapted or factory and building ates.

The advertiser shall be glad to answer all indires and give detailed information.

JONCE L. GARDNER, Randolph, Ala.

#### SPECIAL COMMISSIONERS' SALE

#### Norfolk and Ocean View Railroad

8¼ Miles Norfolk to Ocean View; Standard Gauge: Electric Power:

### ITS PROPERTY AND FRANCHISES.

ginia, we shall sen at POBLIC ACCTION in Iron of the Custom House, No folk, Virginia, on Wednesday, the 23d Day of March, 1898, at 12 O'clock M., the above referred-to property. For further information apply to W W. OLD, CALDWELL HARDY, Special Commissioner, NORFOLK, VA.

#### **CREAT BARGAIN!**

FOR SALE.

## The Madison Ice and Cold Storage Plant

At JACKSON, TENN.

Located on the N. C. & St. L. Railroad, be-tween the M. & O. & I. C. Railroad, containing I e Plant, 16 tons capacity, and 6 cold storage rooms; Bottling Werks—soo dozen soda and min-eral water and so dozen beer; Canning Factory— 10,000 cans per day. Also Machine Shop, with all teams, etc., complete.

Address C. G., care Manufacturers' Record, or at the Works

WATER POWER
FOR SALE.

Wateree River falls 51 feet through Watere oost canal, producing many thousand horsower. Massive granite locks in good repair four miles from railroad. Near Camden, S. C. Correspondence and inspection invited. S. LOGAN LANG, CAMDEN, S. C.

#### FOR SALE.

# Up-to-date Wheel Factory

in one of the best Southern cities. 5 railroads. Capacity 150 sets of wheels per day. 10,000 fin-ished spokes per day. Best of material right at door at cord-wood prices. Address P. O. BOX L

Meridian, Miss. such lands.

# **Knitting Mills** for the South.

MR. W. G. MAXWELL, of the Wool Exchange Building, New York, one of the founders of Roanoke Rapids, N. C. and organizer of the first knitting mill company there, is prepared to introduce this industry at any favorable point in the South with the utmost speed and perfection.

The knitting mill at Roanoke Rapids has been a wonderful success, and is now running night and day.

The South is beginning to feel the competition of her own cotton mills, but the knitting industry has there a comparatively free field, and this is the time to enter it with certainty of large

Mr. Maxwell will be pleased to correspond with individuals, corporations or municipal bodies upon the subject.

evation; owner in bad health and mu business. Address H. G. MEUMANN, Bessemer, Ala.

#### ESTABLISHED 1879

#### J. ANDERSEN JUN & CO.

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Agency and Commission Merchant. Cash advanced to any amount on consignn First-class American references.

## A Good Chance for a Cotton Factory

30 acres with ample buildings, one 100-horse ver steam engine and boiler. erty is all new and is known as the Shrevepor Fair Grounds. Address
E. M. SMITH, Shreveport, La

#### WANTED.

## Machinery to Manufacture

We have a thoroughly equipped Machine shop. Carpenter Shop and Foundry, and can do all classes of Machine Work very reasonable. Try us.

SOUTHERN FOUNDRY & MACHINE WORKS,

#### NOTICE.

We mine, manufacture, buy and sell all kinds of mineral paints, dry colors, minerals and clays. ALPHA PAINT AND MINERAL CO., 338 Bourse Building, Philadelphia, Pa.

THE SOUTHERN STATES FARM MAGAZINE is unquestionably and incomparably the most economical and effective channel through which the seller of Southern lands may reach the attention of the Northern buyer of

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ATLANTA, GA

General law practice. Collections, loans, money invested, options secured and information furnished concerning Southern properties of all kinds.

AGENTS WANTED-To Sell the

#### "Battle Ax" Hay Press.

Latest invention, Automatic, Ball Bearing, Com-pound Leverage, Self Contained. No gear wheels or springs, Full circle, Simple in con-struction, efficient in service. Write, prices, discounts.

ALABAMA FOUNDRY & MACHINE WORKS, NEW DECATUR, ALA.

## RADFORD, Virginia.

Parties desiring to start new enterprises or change location are invited to investigate Radord, Va. Good climate, water and drainage, elevation, 1800 feet. On Norfolk & Western Ry, at junction of Columbus, O., and Pocahontas Coal Fields divis ons, as well as Southern connection in Knoxville, Tenn. In midst of fine agricultural country and 25 miles from ore fields. Population, 4000, churches, public and private schools, electric light and car line. Ice plant and other nanufactures.

Resupposible parties are offered inducements.

nanufactures. Responsible parties are offered inducements, acluding no city taxes for five years. Address

G. T. KEARSLEY, Secretary Board of Trade, RADFORD, VA.

FOR SALE.

## 26,000 ACRES OF LAND.

rom 4 to 16 miles from Summerville, S. C. a oted health resort, containing long and short af pine, oak, hickory ash, cypress, etc. Con-ains excellent farming and pasture land, and is novertible into a game preserve. Also second-

d machinery in good order.

A. W. TAYLOR LAND & LUMBER CO.
SUMMERVILLE, S. C.

TIMBER LAND.

21,000 ACRS Virgin Forest in best timbered section of West Virginia. Experts measured off several one acre blocks on N., S., E., and W. portions of this tract, and then measured the timber thereon, using Scribner's Lumber and Log Book. Best acre measured 80,027 feet B. M.; thinnest acre, 19,66 feet; general average, 19,271 feet per acre, divided as follows. viz: Hemlock, 19,016 feet; Spruce, 11,326 feet; Cherry, 2,728 feet; Maple, 2,077 feet; Birch, 1,212 feet, Sugar, 948 feet; Ash, 794 feet; Beech, 816 feet, and Cucumber, 270 feet. Total amount of merchautable timber on this tract (approximated)

863,962,000 FEET. Price and terms very reasonable. Sworn statement of the experts and detailed information sent upon application to THE SOUTHERN REAL ESTATE EXCHANGE, Clarksburg, W. Va.

FOR SALE.

## Mineral, Farming

## Timber LANDS.

Can Supply following:

Beauxite Lands. Chrome Iron. Coal Lands. Copper Lands. Cypress Lands. Fire Clay. Fire Clay.
Graphite Deposit.
Granite Quarry.
Iron Lands.
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Mica Lands. Monazite Lands Nickel Lands Oyster Lands. Phosphates, Te Pine Lands Poplar Lands. Pyrites Lands. Sugar Lands. Talc Deposits. Tie Lands,

Ash Timber Lands Black Cypress Poles. Cement Gravel. Corundum Lands. Cotton Lands. Cedar Lands Farming Lands. Gold Min Gold Mines.
Hemlock Timber Lands
Juniper Lands.
Land for Colonies.
Manganese Lands.
Marble Lands. Orange Groves Phosphates, S. C. Phosphates, Florida. Pasturage Lands. Palmetto Lands. Rice Lands Shooting Lands. Tin Mine.

E. WILLIS. CHARLESTON, S. C.

## Foreclosure Sale

TYREE & WILKINS, Auctioneers.

In the Circuit Court of the United States for the Western Dis-trict of Virginia,

In Equity.

THE PEOPLE'S TRUST COMPANY OF BROOKLYN, Plaintiff, 215.

THE LYNCHBURG ELECTRIC COMPANY,

In pursuance of a decree for foreclosure and sale, dated December 11th, 1897, and entered in the above entitled cause, in the office of the Clerk of the United States Circuit Court at Lynchburg, Virginia, on the 11th day of December, 1897, we, Randolph Harrison and W. D. Coleman, the undersigned, Commissioners in said decree named, will sell at public auction on the premises, in the City of Lynchburg, Virginia, to wit, at the power house of said defendant company on Jefferson Street in said city, on

#### Monday, February 28, 1898,

at 19 o'clock M. of that day, the property, rights and franchises mentioned in said decree and in the bill of complaint and in the deed of trust of the first day of December, 1892, from the defendant to the plaintiff, and described as follows in the decree aloresaid:

"(1) All the lands and tenements of the said party of the first part wheresoever located, including: (1) its real estate in the said City of Lynchburg, bounded by Park Avenue, Taylor and 7th Streets, with the stable, shops, plant and workshops thereon, it being the same property conveyed to it by the Lynchburg Street Railway. Company by deed of the 28th of November, 1892, and (2) its (the grantor's) interest, whatever it may be, in that certain lot or parcer of land in the City of Lynchburg and bounded as follows: Beginning at the intersection of Jefferson and toth Streets, thence with Jefferson Street toward 9th Street & feet, thence at right angles and parallel to 18th Street 132 feet, thence at right angles and parallel with Jefferson Street 184 feet to 18th Street, and with the latter 132 feet to the beginning, it being a part of lot N. 467 in the plan of the City of Lynchburg upon which its power house is situated. And the same lot conveyed to the grantor by the Piedmont Electric Illuminating Company by deed of the 28th day of November, 1892.

"(2) Its line of street railway located over, in and along the streets of the City of Lynchburg, in West Lynchburg and the County of Campbell, all its sidings, tracks and connections, its privileges, leases, easements, rights, immunities and contracts, all its equipments, engines, boilers, dynamos, cars, horses, mules, wagons, stable, harness, tools, implements, machinery, plant, electric appliances, lamps, poles, wires, its contract or franchise to light the City of Lynchburg, or to furnish lights to the inhabitants thereof, and all its property, tangible and intangible, whether in possession or to come into possession, acquired or to be acquired, all its revenues and resources of all sorts, present an

interest, may bid for and purchases the said property, rights and franchises at the saie aforesaid.

Upon confirmation of the report of sale by the Court and the compliance with the terms of sale by the purchaser, and payment in full of the purchase money, the undersigned Commissioners will execute and deliver a deed of conveyance to the purchaser, and the said purchaser shill then and there be let into the poss saion of the said property, rights and franchises, and shall be entitled to have and receive all books, maps, plans, papers, records and documents of the said Lynchburg Electric Company, or of the Receiver, relating and appertaining to the said property, rights and franchises. The Receiver in this cause is directed to remain in possession of the said property, rights and franchises, and to continue o operate the said street railway and electric plant after the said street railway and the said property.

RANDOLPH HARRISON, W. D. COLEMAN.

FOR INFORMATION ABOUT

## U. S. MAIL CHUTES

A NECESSITY IN OFFICE BUILDINGS AND HOTELS.
Write to the sole makers. THE CUTLER MFG.CO., Rochester, N.Y.

MUST BE SOLD.

## FOUNDRY and MACHINE SHOPS.

The largest and best equipped jobbing foundry in Alabama. Machinery in first-c'ass condition. Write for particulars. Address F. & M., care Manufacturers' Record.

## Master Commissioners' Sale.

The Mercantile Trust and Deposit Company of Baltimore VS.

The Brunswick Light and Water Company.

UNDER and by virtue of a decree in the Circuit Court of the United States for the Eastern Division of the Southern District of Georgia in the above-stated cause rendered on May 12th, 1897, and supplemental decree in said cause rendered by said court on January 10th, 1898, we will sell to the highest bidder at public outcry before the court house door in Brunswick, Georgia, on Saturday, February 26, 1898, between the hours of ten o'clock A. M. and four o'clock P. M., all of the following described property, assets and franchises of the Brunswick Light and Water Company as an entirety, to wit: All of the real estate, buildings, implements, machinery, outfit, equipment, water works, gas works, electrical works, mains, pipes, hydrants, meters, retorate, over the most of the Brunswick Light and Water Company, situate in the City of Brunswick, Glynn Cousty, Georgia, long ther with all other property, privileges and franchises of sail Brunswick, Light and Water Company, with the rents for gas, water and electric lights due and payable by the Mayor and Council of the City of Brunswick, together with all choses in action be longing to said Brunswi: Light and Water Company, and for a more particular description of the said properties herein advertised to be sold reference is made for description in detail to the mortagage from the Brunswick Light and Water Company of Baltimore, dated the first day of April, Georgia, a copy of which is filed as an exhibit in the above-stated cause.

The terms of sale to be as follows: The successful bidder, at the time the property is knocked down to him, or within one hour thereafter, to pay to the Mater Commissioners the sum of Five Thousand Dollars (85,000.00) in cash, which sum shall be forthwith deposited by the said Master Commissioners the sum of Five Thousand Dollars (85,000.00) in cash, which sum shall be forthwith deposited by the said Master Commissioners was the epocity and the property was though no preceding sale had taken proverty as though no preceding sale had taken place

W. E. BURBAGE, Master Commissioners,

Commissioners. January 11th, 1898

# Bargains in Machinery FOR IMMEDIATE DELIVERY

DIAMOND DRILL FOR SALE.
C. Bullock Little Champion in first-class order.
PRICE, \$900.
Address DRILL, care Manufacturers' Record.

#### FOR SALE.

One 8x36 J. H. McGowan Co. Deep Well Steam Head complete, with 150 feet 2½ in. Pump Rods, Brass Cylinder, Air Chamber, Wrenches, etc.

This outfit has only been in use since last May and will be sold cheap. For further particulars address BOX 77, Anna (Union County), Ill.

#### FOR SALE.

I D. E. W. Motor, 71/4 Horse-Power, 125 Volts. I Motor, 5 Horse-Power, 250 Volts. I Dynamo, 150 Lights, 1 o Volts, Edison.

CLARK ELECTRIC CO.
76 Jefferson Avenue, DETROIT, MICH.

FOR SALE.

## Van Duzen Gasoline Engine,

12x12. 15 to 18 H. P Perfect order; good as new; reasons rough for my use.

H. S. BETTEYS, Richmond, Va.

CORLISS ENGINES 125, 150, 275, 300 H.P. 300 H.P. Armington & Sums, 100 H.P. Payne Engine; also Second-Hand Boilers in sizes from 40 to 125 H.P. 80 to 100 engines in stock to select from. Advise us of your wants.

S. L. HOLT & CO.

## Bargains.

1 P. Morris Upright Blowing Engine, Steam cylinder. 45", stroke 7', Tub 90". In Steam cylinder. 45", stroke 7', Tun 90". 1 fine order.

3 Horizontal Tubular Boilers.

40" in diameter, 16' long, 68 4" tubes. Goo.

as new
1 Copeland & Bacon Horizontal Hoisting Engine,

POULTERER & CO.
206 Builitt Building, PHILADELPHIA, PA.

#### FOR SALE

8 3-ft. gauge Locomot ves
1 Standard gauge Locomotive.
2 1½-yard Steam Shovels.
6 3-ft gauge 3 yard Dump Cars.
25 new 3-ft. gauge 2½-yard Cars, for shovel or and work.
5 side and centre Unloading Plows.

and work.
5 side and centre Uoloading Plows.
1 Leveling Car with plow.
10 Holsting Engines.
6 Centrifugal Pumps.
Large stock of Engines, Boilers and Steam umps. THOMAS CARLIN'S SONS, ALLEGHENY, PA.

# PIPE BARGAINS.

2, 4, 6, 8, 10, 12 and 20 Inch.
For Water, Gas, Steam, Air and Oil
Write for particulars and prices to

F. B. BOWES.
orn Street, CHICAGO, ILL.

#### JUSTICE COX, JR.

552-554 Bullitt Bldg., Phila., Agent for

Iron Company.

Brier Hill Iron & Coal Company.

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#### BARGAINS second-Hand MACHINERY.

Lathes from 12" to 48", Planers from 20" up to 60", 48", 54" and 60" Radial Drills, No. 2 Newton Milling Machine, No. 2 Screw Machine, Shapers from 6" to 30". Boilermakers' Punches. Shears, Edge Planers, Rolls, Drills, Evgines, Boilers, Pumps and Dynamos

FRANK TOOMEY, 131 N. THIRD ST., PHILA.

#### FOR SALE.

1 Squaring Shear, 42", used.
1 Crank Shaper, 15"
1 Drill Press, 16",
1 Boring Machine, 13½',
1 Double Punch, new
Send for new catalogue.
WAIS & ROOS PUNCH AND SHEAR CO.

## One Morgan Traveling Crane,

Ten tons capacity, span 45 feet 6 inches. In first-class condition.

THE WESTINGHOUSE MACHINE CO PITTSBURGH, PA.

FOR SALE.

FOR SALE.

NGINES for Blast Furnaces, Foundries, Converters and Rolling Mills. MILL TRAINS (3-high), 36 in., 30 in., 20 in., 18 in., 12 in. and 6 in SHEARS for Blooms, Bi lets Plates, Sheets, Old Rails and Scrap. CRANFS—Yale and Towne Pillar Crane (10-ion); Jib Cranes, Iron and Wooden. STEAM HAMMERS, various sizes and makes. SQUEEZERS (Rotary). FIV WHEELS and RAND WHEELS, various sizes, Punches, Straighteners, Roll Lathe, Riveter, Machine Shop Tools etc., etc. LOCOMOTIVES, various gauges, sizes and styles.

B. M. EVERSON,
307 Smithfield Street, PITTSBURGH, PA Sales Agt. BALDWIN LOCOMOTIVE WORKS. Philadelphia, Pa.

Electric Motors in Stock.

110 Volt—16, ½, ½, 1, 2, 3, 4, 5, 7½, 10, 15, 20, 25, 30, 35, 60, 75 horse-power.
220 Volt—½, ½, ½, 1, 1½, 2, 3, 4, 5, 7½, 10, 15, 20, 25, 50, 50 se-power.
500 Volt—1, 2, 3, 4, 5, 7½, 10, 15, 20, 30, 35, 56, 75 horse power.
All are of standard makes, principally Edison, Thomson—Houston, Westinghouse, Crocker-Wheeler, C. & C. and Eddy.
Send for our monthly Bargain Sheet, giving complete list, with prices; also on Dynamos, Are Lamps, Instruments and Supplies

CHAS. E. GREGORY COMPANY, 58-60-62 S. Clinton St. CHICAGO.

## FOR SALE.

Five T. H. D. 62-500 volt compound wound generators with selfoiling bearings and complete station instruments, in first-class operating condition. Any one desiring to equip their factory with electrical transmitters of power will find these machines well calculated to serve either as motors or generators, being rated at 85 horse-power. Any one contemplating purchasing electrical machinery will be profited by communicating with us.

ROBBINS & MYERS CO. SPRINGFIELD, OHIO.

## YOU CAN SAVE MONEY

by buying your Dynamos, Lamps, Generators, Motors, etc., from us.

We carry a stock of Second hand Electrical Machinery, repaired and in first class order. All

aratus guaranteed to be in excellent operative condition.

Central stations and isolated plants can turn scrap dynamos, wire and incandescent lamps into
the by writing to us.

THE CORNMAN COMPANY,
1138 Hamilton Street, CLEVELAND, ONIO.

# NEW AND

NATES OF FREIGHT OBTAINED. Lowest rates of fraciont obtained.

In endless variety, fully described, with prices annexed, in our catalogues as below specified Catalogues No. 50-A and 50, New and Rebuilt Machine Shop and Blacksmith Equipment.

Catalogues No. 51-A and 51, New and Rebuilt Woodworking and Grist Mill Machinery,

Water Wheels and Mill Supplies.

Water Wheels and Mill Supplies.

We E. DREW,

you require, and in what paper you saw the advertisement.

S. C. FORSAITH MACHINE CO., MACHINISTS AND SENERAL MANCHESTER,

## SECOND-HAND RAILS.

If you have as y old rails—either in good condi-tion to relay, or if only fit to be used as scrap— advise us; we buy both kinds.

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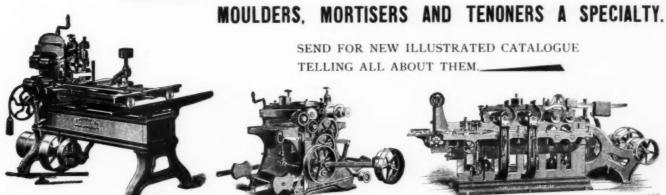
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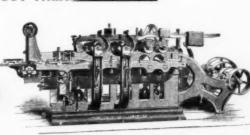
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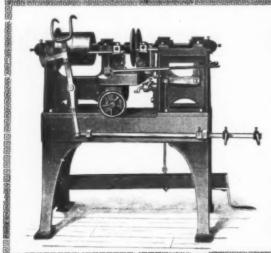
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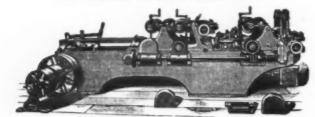
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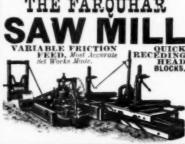
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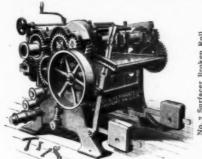


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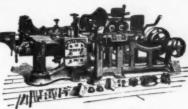
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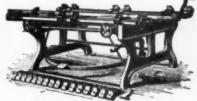


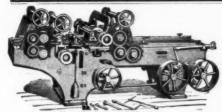
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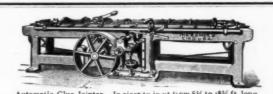




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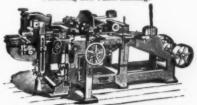
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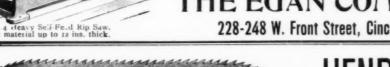


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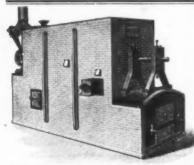
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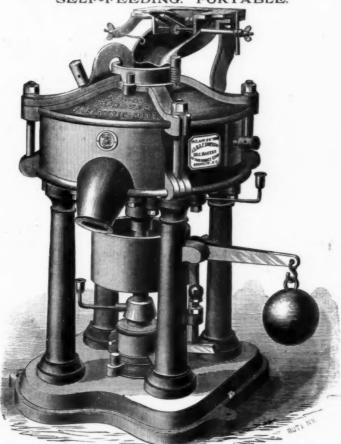
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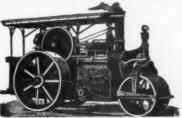
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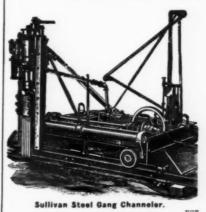
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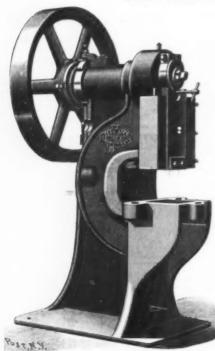
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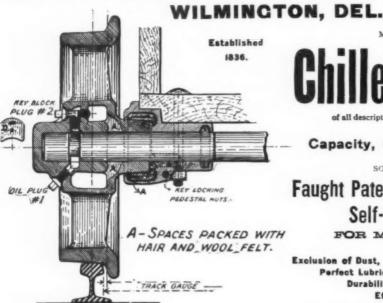


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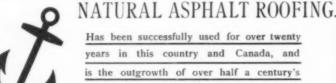
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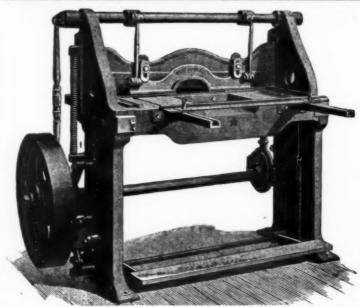
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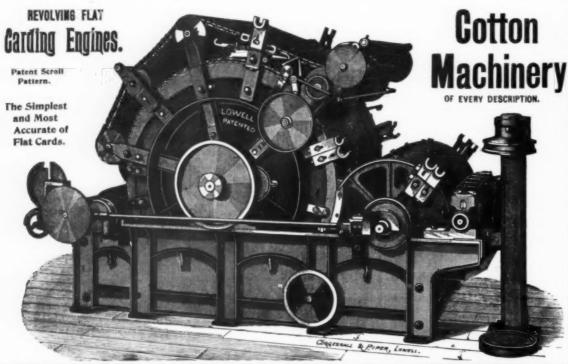
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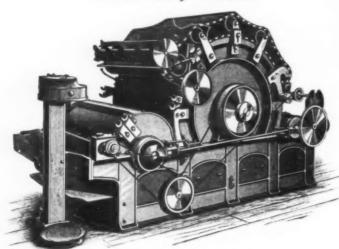
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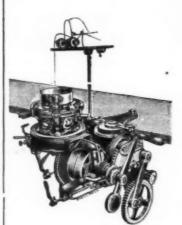
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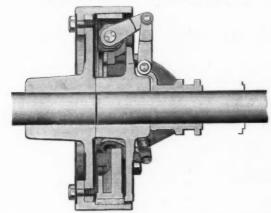




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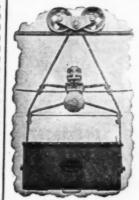
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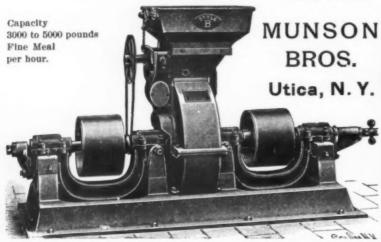
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Dear Sirs—We enclose check to pay for the Robinson Mill which we have now used three weeks. We took out a Cogswell Mill in order to put this in, and we are well satisfied with the change. Your Mill is well constructed on right principles. The quality of the meal and feed we are making is the best we have ever turned out.

Yours respectfully,

OGDEN & CLARK.



## HOOPES & TOWNSEND,

Philadelphia, Pa.

# Make

Square Hexagon.

3/16 in. to 6

# JACKSON MANUFACTURING CO.

Harrisburg, Pa., U. S. A.



Manufacturers STEEL BARROWS

For Mills, Furnaces, Mines, Farms, Railroads.

MINING CARS, CHARGING BARROWS, WIRE ROPE THIMBLES.

Orders received through any reliable commission house.

### CASTNER, CURRAN & BULLITT,

Celebrated POCAHONTAS COAL. Smokeless Semi-Bituminous

MAIN OFFICE

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BRANCH OFFICES

I Broadway, New York. 70 Kilby Street, Boston, Mass. Neave Building, Cincinnati, O. Terry Building, Roanoke, Va. Öld Colony Building, Chicago, Ills. Board, of Trade Building, Columbus, O. 4 Fenchurch Avenue, London, England.

SUPERIOR

## The Standard Coal Co., Brookwood, Ala.,

Produces the Best Foundry Coke in the South, and the Highest Crade Washed Blacksmith Coal. Our celebrated "Mill-dale Seam" of Coal is superior for steam purposes. This Coal is used exclusively by the Government on its war vessels Pensacola and Mobile.

UNDRY COKE AND BLACKSMITH COAL OUR SPECIALTIES. Correspondence from foundries, factories and users of stea

Our Coast Agents, MOBILE COAL CO., A. C. Danner, Presdt., MOBILE, ALA.



## Sturtevant Dust Collecting System.

We furnish complete systems of FANS and PIPING for REMOVING DUST and REFUSE for Lumber Mills, Wood and Iron Working Establishments. Plants installed complete.

B. F. Sturtevant Co.

Boston, Mass.



R. S. DODSON, Proprietor.

R. A. DODSON, Manager.

New Atlantic Hotel

Rates, \$2.50 to \$4.00.

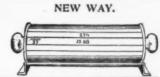
NORFOLK, VA.

Old May 57+1

## THE LIGHTNING WAGE CALCULATOR

TELLS INSTANTLY AND ACCURATELY THE EXACT AMOUNT DUE EACH WAGE-EARNER. SEND FOR CIRCULARS.

LIGHTNING WAGE CALCULATOR CO., 120-122 Liberty Street, New York.



WOODWORKERS

For Saws and Tools
it Beats the World.
It will not Draw Temper.
Rapid Cutting.
Durable in Use.

Run Dry or in Water. Has Great Strength. Heat or Cold has No Effect upon it. SEND FOR CATALOGUE M.

VITRIFIED WHEEL CO., WESTFIELD, MASS.

PURE SAPPHIRE CORUNDUM AND EMERY WHEELS

SCRANTON CORUNDUM AND EMERY WHEEL WORKS,

# **NORTON Emery and Corundum Wheels.**





Contain Nothing but Cutting Properties. Are Free from Dust or Odor. Fast Cutting and Durable. Porous and Open. Do not Heat the Work.

... WILL WORK EQUALLY WELL WET OR DRY ...

THOMAS K. CAREY & BROS. CO., Agents, BALTIMORE, MD.

Waterman's Ideal Fountain Pen STANDARD OF THE WORLD.

WATERMAN'S IDEAL FOUNTAIN PEN The Waterman Ideal Fountain Pen is the best known and known to be the best fountain pen the world over. It is always ready and writes continuously without shaking; it has the best Gold pens that can be made; and it is guaranteed to be satisfactory or your money will be refunded.

L. E. Waterman Co., 155-157 Broadway, New York.

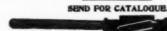
HENRY B. PANCOAST & CO.

OAST & MAULE, PHILADELPHIA, PA.



MANUPACTURERS AND DEALERS IN

WROUGHT-IRON PIPE AND FITTINGS, BRASS WORK AND TOOLS, BRASS AND IRON RAILING FITTINGS, "AMERICAN" SELF-PACKED UNIONS,
"SKELETON" STOCKS AND DIES, STEAM GLUE HEATERS, STEAM RADIATORS AND COILS.





S. H. SINCLAIR CO.



"THE SINCLAIR" IRONER

8-10 S. Canal St. CHICAGO. Write for prices an

Steam or Horse-Power.

BRICK MACHINES.

GEORGE CARNELL, 1819-1821 Germantown Ave., cor. 5th.

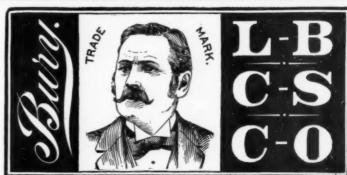
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Send for Illustrated Catalogue of Everything a Brickmaker Needs.

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OHIO BRICK and TILE MACHINES Unequaled for BUILDING,

Six sizes. Capacity 50,000 to 60,000 daily.
Drain Tile, Hollow Building Blocks, etc. Pug Mills, Clay Crus Send for Catalogue. E. M. FREESE & CO.



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Manufacture Every Description of Cast Iron Pipe

MATHEWS FIRE HYDRANTS Eddy Valves, Indicator Posts, etc.

Hydraulic Tools and Appliances for Railroad Shops, Etc.

TROY, N. Y., U. S. A.

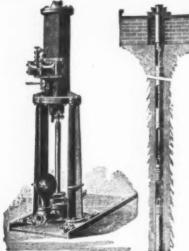
Valves and Fire Hydrants.

DOUBLE AND SINGLE GATE VALVES, 16-inch to 60-inch,

FOR LIGHT AND HEAVY PRESSURE,

Vertical = Horizontal Check Valves, Foot Valves, Air Valves, and Yard and Wash Hydrants.





CAMERON STEAM PUMPS.

Boiler-Feeding, Mines,

Refineries, Breweries. Tanneries,

Irrigating, Fire Purposes Railroads and

Filling Tanks. CRANK.
FLY-WHEEL PUMPS.
and VACUUM THE A. S. CAMERON STEAM PUMP WORKS,

Illustrated Catalogue A. ALL PURPOSES.

Foot of East 23d St., NEW YORK.

COMPACT, DURABLE. EFFICIENT. ADAPTED TO

NO OUTSIDE VALVE GEAR.

Mining

Pumps



# Pumping Machinery

orth Carolina. South Carolina. asas City, Mo.



SEND FOR CATALOGUE



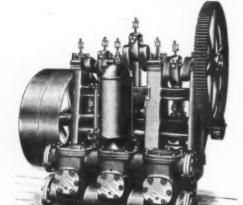
"THE CONTRACTOR'S FRIEND."

Often Imitated—Never Equaled. Over 20,000 in Use.

RECENT IMPORTANT IMPROVEMENTS.

Handiest, Simplest, and Most Efficient Steam Pump for General Mining, g., Railton ', Irrigating, Drainage, Coal-washing, Tank-filling, Paper Mil. d Bridge Contractors' Purposes, etc., etc. Muddy or gritty liquids handled

# PULSOMETER STEAM PUMP CO., 135 Greenwich St., New York. SMITH- STEAM AND



For All Purposes.

**Duplex and Single** Steam Pumps. Triplex Pumps,

LATEST AND MOST APPROVED DESIGNS. SINGLE and DOUBLE ACTING.

Single Condensers. Air Compressors.

HEAVY PRESSURE MINING PUMPS, Steam and Electrical.

OUR NEW CATALOGUE "C" GIVES PARTICULARS.

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Western Office: 1113 Seventeenth Street, Denver, Colo.



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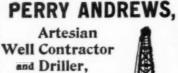
Air Compressors for Rock Drills, Coal Cutters, Air Hoists and Pneumatic work generally.

Pressure Pumps for Cotton Oil Mills pressors. d Cotton Com

Steam Pumps,
Single and Duplex, of all sizes and for all purposes.

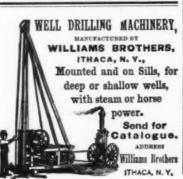
Duplex and Triplex POWER PUMPS.

HALL STEAM PUMP COMPANY, Pittsburg, Pa.



Can Furnish Full Outfits and all Artesian Well Machinery,

19 Morrison Aven ATLANTA, GA.



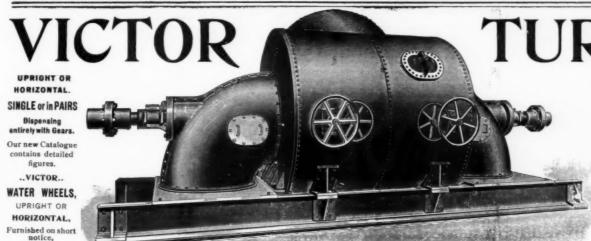
Of all kinds for automatically controlling Steam, Water and Air Pressures.

SEND US YOUR PROBLEMS. Mason Regulator Co., Boston, Mass.

THE JOHN H. McGOW THE JOHN H. McGOWAN CO. EVERY VARIETY



RICHMOND, VA. Cincinnati, O.



Adopted by the Best Cotton Mills.

The Cylinder Gate Victor Turbine is beyond question the Most Power-ful, Most Durable and Efficient Water Wheel manufactured.

#### Some Recent Southern Patrons:

Clifton Mfg. Co., Pledmont Mfg. Co., Camperdown Mfg. Co., Whitney Mfg. Co., Pelzer Mfg. Co., Enoree Mfg. Co., Henrieta Mils., Pacolet Mfg. Co., The Columbia Cotton Mills Co., The D. E. Converse Co., and others.

State your requirements and send for catalogue to

General Offices and Factory, DAYTON, OHIO.

123 Liberty Street, NEW YORK.

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and MOTORS

Impulse Wheels or Turbines to Suit Requirements of every case; Large Mills, Transmission, Railway and Lighting Plants or Power in Small Units for Domestic or other purposes.

## American Impulse Wheel Company of New York,

Catalogue, Drawings and Quotations sent on application.

120 Liberty Street, New York.

## RAND AIR COMPRESSORS

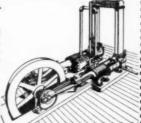
For All Purposes and of All Sizes. SIMPLE, DURABLE. ECONOMICAL.

Our DUPLEX COMPRESSOR, Compound Air Cylinders, with Inter-Cooler and Compound Steam Cylinders, with Meyer Cutoff Valves, is the best construction for small and medium sizes.

Don't forget our ROCK DRILLS.

RAND DRILL CO.

100 BROADWAY, NEW YORK.



## RURNHAM TURBINES...

-Upright and Horizontal

Guaranteed to give the most power for least amount of water used of any wheel on the market.

#### SPECIAL ANNOUNCEMENT.

NORRISH FOUNDRY & MCH. CO., BURNHAM BROS., Glen Rock, Pa.

The above firms having consolidated, the firm name hereafter will be

### NORRISH, BURNHAM & CO., Inc.

SPECIALTIES—Burnham New Improved Standard Turbine, Morrish Roller Mills, Corn and Feed Mills, Regrinding and Corrugating Rolls, Power Transmitting Machinery.

Main Office and Works, Norrish, Burnham & Co., Inc., Glen Rock, Pa.

# **Great Reduction**

in Prices of

## Steam Pumps

for 60 days only, for introduction purposes. If you need a pump soon, write at once to

## Manistee Iron Works Co.

Manistee, Mich.

30 days trial allowed. Satisfaction guaranteed.



S. MORGAN SMITH CO., York, Pa Hydraulic Engineers
Manufacturers of

#### McCORNICK TURBINES.

POMONA TERRA COTTA CO., Pomona, N.C. EWER PIPE

TERRA-COTTA PLUB PIPE V. H. Kriegshaber, Gan'l Sales Agent, Atlanta, Ga.

## Atlanta Terra Cotta Co.

ARTISTIC WORK.
PROMPT DELIVERIES,
LOW PRICES.

# Tydraulic Rams.

The simple and effective operation of this machine, its great durability and usefulness in elevating water and conveying it to almost any desired distance, makes it one of the best apparatus ever offered. We would like to send you a circular fully describing its merits, and will be glad to do so if you will but write.

The Humphryes Mfg. Co. mansfield, o., v. s. a.



#### HELP WANTED.

Advertisements under this head are inserted free of charge for readers of the Manufacturers' Record. Advertisements must not exceed five lines—about thirty words—and four insertions will be given without charge.

WANTED.—Traveling salesmen on salary of commission to sell our steel pens to offices, banks and stationers. Agents need apply. Address SPOT CASH PEN CO., Boston, Mass.

WANTED.—Capable, reliable, enterprising business man to take entire control of novel device for advertising. Small capital required to push device, not to buy it. Address ADVERTISER, care Manufacturers' Record.

WANTED-An expert candy and chewing gum maker. Address L. C. Y., care Manufac-turers' Record.

WANTED—An experienced and practical man in the manufacture of soap. Address SOAP, care Manufacturers' Record. f25

#### SITUATIONS WANTED.

Advertisements under this head are inserted free of charge for readers of the MANUFACTURERS' RECORD. Advertisements must not exceed five lines—about thirty words—and four insertions will be given without charge.

A YOUNG man, good penman, double entry bookkeeper and telegraph operator (experienced), now rallroading, desires to make a change; best references furnished. Address M. M. W., 258 Granby street, Norfolk, Va.

WANTED,—Position as gang filer; can give good references. Address J. W. Gay, Suffolk, Va

SALESMAN with an established trade with the hardware store and house furnishing trade through the Southern States wants a good paying side line. Address SIDE LINE, 519 Freemason street, Norfolk, Va.

street, Norfolk, Va. fas

A CHIEF ENGINEER, having many years'experience in charge of compound, triple and
quardruple expansion engines, 2000 to 20,000 horsepower, also electric, hydraulic and refrigerating
machinery, is open for an engagement. Address
H. J., care Manufacturers' Record.

H. J., care Manufacturers' Record.

A THOROUGH, energetic business man with a several years' experience in purchasing department of a large car manufacturing company desires position as buyer or assistant to manager of a railroad or manufacturing company. Address Hustler, Manufacturers' Record.

WANTED.—Position by experienced electrician as inside wireman, also switchboard builder and machine setter; understand all kinds of bells and gas lighting systems; best of reference. Address W. R. C., care J. E. Duval, Charlotte, N. fas

A RCHITECTURAL iron and bridge work.—
A First-class architect and technical engineer, with great experience in architectural and tron construction work, wants a position. Address C. L. G., 1736 Eastern Ave., Baltimore, Md., care L. A. Breeback.

C. L. G., 1730 Emstern 1750.

L. A. Breeback.

HOSIERY SUPERINTENDENT; am 28 years old; have 15 years practical experience in the manufacture of ribbed and seamless hose and half hose; seven years as superintendent; under stand plain, three-quarter and full automatic machines; now employed, but wish to change; At reference. Address B. R. L., care Mirs. Record.

WANTED-Young man of experience wanted position as stenographer or assistant book-keeper; good references; moderate salary to start. Address C W. B., 403 Fatherland St., Nashville, Tenn.

WANTED—Situation as boss cutter or cutter of velvets, velveteens, plush or corduroy have had 20 years' experience. Address JOHN TAYLOR, 27 Tyler St., Lowell, Mass

WANTED-Situation as manager or superin-tendent of some manufacturing plant or sawmill; 18 years' experience in the manufactur-ing business; good executive ability; capable of taking complete charge of such a plant; best or references; sober and reliable. Addreas W. O. R., care Mfrs. Record.

WANTED-Miller of 17 years' experience as head miller in late improved mill would like to correspond with some mill company who would give fair wages to millercapable of taking charge of mill of 100 to 1000 bbls. capacity. Address FLOUR MILLER, 222 Gills St., Kansas City, Mo.

City, Mo. fas

WANTED—Situation by practical steam en
gineer; ten years' experience, all kinds of
engines, simple and compound; can furnish best
references; temperate; will go anywhere; now
employed. Address S. L. HILLS, North Adams,

WANTED,—Situation as saw mill manager and operative with 18 years experience, prefer the South. P. O. Box 77, Esston, Md. fas

WANTED.—By At practical die, tool and jig maker. Has designed and made dies, tools, special machinery, fixtures, etc., for clock typewriter, sewing machine, bicycle and general hardware work. Well educated, best of references capable of taking charge. Address DIE WORKER, care Manufacturers' Record.

WORKER, care Manufacturers' Record. fast TRAVELLING SALESMAN throughout N. E. and Middle States, with permanent office on Broadway, N. Y., would like one or more good novelties; exclusive agency in above territory preferred. Address P. O. BOX 1018, New York, N. Y.

N. V. f2S

WANTED.—A position as bookkeeper by an experienced man of forty-five; now has a position but desires to change; no set of books to intricate; best of reference given. Address "C. J. B.," 217 N. 218t St., Birmingham, Ala. f2S

WANTED.—By a sober, energetic and reliable young man a position in any good Southern enterprise that will insure a fair salary; can furnish first-class references. Address J. M. R. care Manufacturers' Record.

DRAUGHTSMAN.—Expert civil engineering draughtsman; age 24; experienced in me chanical and architectural work also, desires position; best Pittsburg reference; fine letterer and finisher; no preference as to location, but South

desirable; moderate salary acceptable. Address FRANK M. YOUNG, C. E., 68 E. Pittsburg St., Greensburg, Pa.

SALESMAN.— Young man acquainted with the tobacco trade in Western Pennsylvania, Ohio and West Virginia desires position; also have two years' experience as manager of retail store and large stogle factory in Pittsburg; can furnish Ar reference; position with either wholesale or retail firm acceptable; willing to go South or West. Address V. L. YOUNG, 68 E. Pittsburg St., Greensburg, Pa.

A WIDE AWAKE experienced man, well ac-quainted with the business men in the South, would like to represent manufacturers or im-porters to the trade. Best of references furnished. Address W. H. WEST, 214 Narcross Building, Atlanta, Gs.

Atlanta, Ga. f4

WANTED.—Position by At filer and hammer
of circular, band and gang saws; a good
mill machinist and foreman; beat reference. Address JOHN WOODARD, Wilmington, N. C.,
care Carrier 1.

A SIDE LINE wanted by salesman visiting mill-furnishing trade in South and Southeastern States. Address Box 231, Maysville, Ky. 14



## Have You Anything to Sell to Farmers?

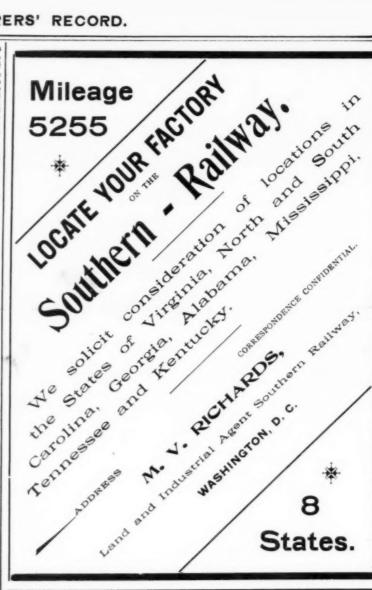
SOUTHERN STATES FARM MAGAZINE will find new customers for you. The Magazine has in the last four years, as an authoritative periodical of information about agricultural capabilities and conditions in the South, built up an extensive circulation in the Northern, Western and Northwestern States among farmers who want to move South. As a result of its work there has been a constant and rapid increase in the volume of agricultural immigration to the South. With the recent enlargement of its work it becomes invaluable to all intelligent and progressive farmers of the South as a high class exponent of Southern agriculture. Its circulation is being vigorously pushed in all the fourteen Southern States. It is now, therefore, valuable as a means of reaching farmers not only throughout the North but also and especially in all parts of the South.

It will help you to sell Farm and Garden Implements and Machinery, Breeding Stock (Cattle, Horses, Sheep, Swine, Poultry), Stock Remedies, Farm and Stock Appliances and Specialties of every sort, Dairy Supplies, Seeds and Nursery Stock, Fertilizers, Household Articles and everything needed by the farmer or his family.

An advertisement in the Southern States Farm Magazine will open up new channels of trade for you. TRY IT!

#### Southern States Farm Magazine,

BALTIMORE, MD.



# Winter Schedules.....

IN EFFECT SUNDAY, DECEMBER 5th.

## QUEEN & CRESCENT ROUTE.

 ${f 94}$  ::: Hours cincinnati to New Orleans and Jacksonville :::  ${f 94}$ 

109 MILES SHORTEST.

FINEST VESTIBULED TRAINS IN THE

... SOUTH ...

Through Pullman Service is unequalled, Cafe, Parlor and Observation Cars daily, Standard Vestibuled day Coaches. Get your tickets via the Queen & Crescent Route.

W. C. RINEARSON, GEN'L PASS'R AGENT, CINCINNATI, O.

## WESTERN MARYLAND RAILROAD.

Short Freight Line to Westminster, Frederick, Taneytown and Hagerstown, Md.; Waynesboro, hambersburg, Shippensburg, Hanover, Gettysburg and Carlisle, Pa.; also points on the Frederick Ivision P. R. R., Gettysburg & Harrisburg R. R., Harrisburg & Potomac R. R., Shenazdoah Valley. R., Norfolk & Western R. R. and connections, also route of

GREAT SOUTHERN DESPATCH.

Ail-rail Fast Freight Line for Southern and Southwestern points, via Bristol, Tenn. Preight received in any quantity at Hillen Station, and in carloads at Fulton, Canton and Jackson's Wharf. Shippers desiring information will be called on. Send postal card with address to

B. H. GRISWOLD, General Freight Agent,



THE BALTIMORE ENGRAVING CO. BALTIMORE, MD. U.S.A

A TLANTIC TBANSPORT LINE.

NEW YORK, PHILADELPHIA and
BALTIMORE to LONDON direct.

Massachusetts. 7600 Minnesota. 7600 Maryland. 7600 Msoourl. 7600 Msoourl. Mohawk. 7600 Montana. 6500 Maine. Monawk, 7600 Montana, 4254 Mississippi, 6500 Maine, 4154 BALTO, STORAGE & LIGHTERAGE CO.

403-409 Water Street, Baltimore.
New York, 1 Broadway. Chicago, 234 La Salle st
Phila., 511 Bourse. St. Louis, 307½ Fine st.
London, 108 Fenchurch st. Phila., 511 Bourse.

BALTIMORE, CHESAPFAKE AND RICH-MOND STEAMBOAT COMPANY.

"NEW BAY LINE,"

U. S. Mail Steamers Atlanta and Charlotte be-tween Baltimore and O.d Point, Norfolk and the South.

South.

Leave Baltimore, from Pier 19, Light Street Wharf, daily (Sundays excepted) at 6 30 P. M., connecting at Norfolk with Southern Railway, Atlantic Coast Line, Norfolk and Western, Atlantic and Danville, Norfolk and Southern, and Norfolk, Virginia Beach and Southern Railroad Leave Norfolk, daily, except Sunday, 6 P. M. "YORK RIVER LINE," een Baltimore and West Point and Rich

mond.
Leave Baltimore every Tuesday, Thursday and
Saturday at 5 P. M. Leave Richmond every Monday, Wednesday, and Friday at 4,30 P. M.
GENERAL OFFICES, 330 Light Street.
REUBEN FOSTER, E. J. CHISM,
General Manager. General Ticket Agent.

## **MERCHANTS & MINERS**

Transportation Company.

For BOSTON and the EAST—Every Tuesday, Thursday and Sunday at 4 P. M.
For PROVIDENCE and the EAST—Every
Monday, Wednesday and Friday at 4 P. M.
For SAVANNAH and the SOUTH—Every
Tuesday and Friday at 3 P. M.
For NEWPORT NEWS, NORFOLK and
the SOUTH—Daily (except Saturday), 4
P. M.

P. M.
Passenger Accommodation Unequaled.
Cuisine the Best. Freight Capacity Unlimited; careful handling and quick dispatch.
O. B. GILLINGHAM, Agent, Long Dock.
A. D. STEBBINS, A. T. M.
W. P. TURNER, G. P. A.
J. C. WHITNEY, T. M.
General Offices—216 WATER STREET.

## BALTIMORE STEAM PACKET CO.

CLD BAY LINE.

Elegant Steamers Daily, except Sunday, from UNION DOCK (foot of Concord street) at 6.30 P. M.; Canton Wharf, 7.10 P. M., for OLD POINT COMFORT, NORFOLK, PORTSMOUTH and ALL POINTS SOUTH.

Connect at Portsmouth with Sephand Alv. Connect at Portsmouth with Seaboard Air Line solid train Portsmouth to Atlanta. Close connection at Weldon with Atlantic Coast Line. At Norfolk connect with Nor-folk & Carolina, Norfolk & Southern, Atlan-tic & Danville, and Norfolk & Western Railtic & Danville, and Norfolk & Western Railroads, and with Old Dominion Line for Newberne and Washington, N. C. At Old Point
Comfort with Chesapeake & Ohio Railway
for Richmond and points West.

Meals on European plan. Luxurious
Staterooms, Electric Lights, Steam Heat.
Berths free. Reserve staterooms in advance
at Bay Line Ticket Office, 129 East Baltimore street. Telephone 1435.

OMN R. SHERWOOD General Manager

JOHN R. SHERWOOD, General Manager. WM. RANDALL, Gen. Fgt. and Pass. Agent. E. BROWN, General Ticket Agent.

## TEXAS WINTER **RESORTS**

Are rivalling those of the Southeast. Send two cents postage for handsomely Illustrated descriptive pamphiet.

D. J. PRICE, G. P. A., I. & G. N. R. R., Palestine, Texas.

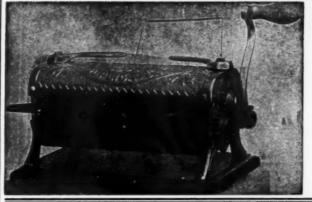
## THE BRADSTREET Mercantile Agency WAS ESTABLISHED IN 1849.

WAS ESTABLISHED IN 1849.

Is the oldest and financially the strongest organization of its kind, working in one interest and under one management, with more capital invested in the business, and expends more money every year for the collection and dissemination of its information than any similar institution in the world. Its reports are considered in the light of a guide by both investors and those contemplating the granting of credit. In addition to a large corps of skilled employes, more than one hundred thousand correspondents contribute the result of their investigation and opiniors. Subscriptions are annual, and may commence at any time the subscriber elects. Details as to prices and terms will be furnished upon application.

CHARLES F. CLARK, President, Baltimore Offices, Equitable Building.





# Hurry Up Copying Machine.

No Blotter Baths. No Copy Books. No Wet Brushes. No Wet Cloths. Always a clean, accurate, uniform copy.

We make the most complete and mode

## LETTER CABINET FILE

in existence. Write for our illustrated catalogue.

The Piqua Copying Machine Co. PIQUA, OHIO.

## The New England Railroad.

Most Convenient Train for Busi ness Men traveling between

**Boston and New York** is the

"Air Line Limited."

This Elegantly Equipped Train leaves Boston from Park Square Station, 1.00 P. M., Week-days only, and is due Grand Central Station, 6.00 P. M. Parlor Cars and Coaches are attached

and Buffet Lunch served in either.

There is no extra charge for seats in Coach

City Ticket Office, 3 Old State House, Boston, W. R. BABCOCK, Gen'i Pass'r Agent.

## ARE YOU LOOKING

FOR A CHANGE IN LOCATION?

FOR A CHANGE IN LOCATION?

If you are not satisfied with your present site, or if you are not doing quite as well as you would like to, why not consider the advantages of a location on the Illinois Central R. R. or the Yazoo & Mississippi Valley R.? These roads run through South Dakota, Minnesota, Iowa, Wisconsin, Illinois, Indiana, Kentucky, Tennessee, Mississippi and Louisiana, and possess

Fine Sites For New Mills

Best Of Freight Facilities

Close Proximimity to

Coal Fields and Distributing Centers

Intelligent Help Of All Kinds
Many Kinds Of Raw Material
For full information write the undersigned for
a copy of the pamphlet entitled
100 Cities and Towns

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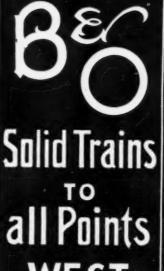
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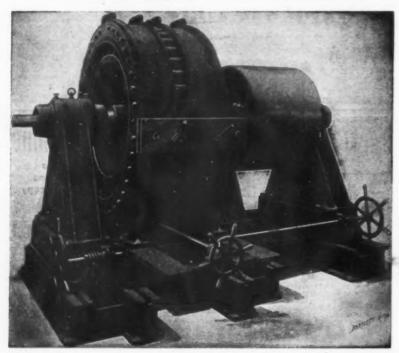
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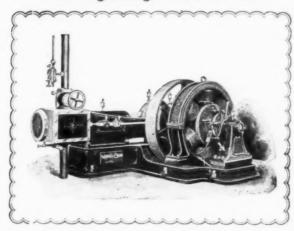
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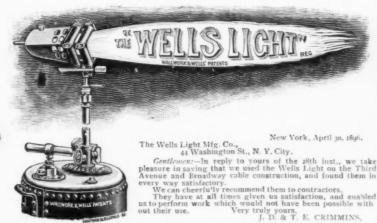
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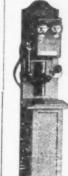
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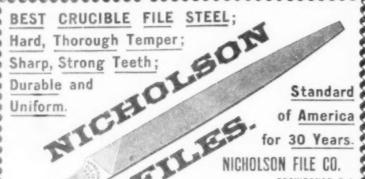
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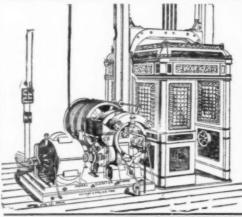


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